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The Hongkong Telegraph.

FOUNDED 1861 SATURDAY, APRIL 3, 1926. 日一十二月二

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CANTON & SOVIET

GEN. CHANG FAVOURS ALLIANCE.

RUSSIANS REMAIN.

Reports of the possibility of the Canton Government severing all connection with Russians appear to be discredited by a speech recently delivered by General Chang Kai-shek, who stressed the necessity of continuing relations with the Soviet.

At the last meeting of the Central Executive Committee of the Kuomintang, General Chang is stated to have expressed himself in the following terms:—"It is my sincere and firm belief that alliance with the Soviet is not only a necessity but also a mainstay of the Kuomintang. I can truly say that I am perfectly convinced that the policy of the Nationalist Government should not in any way be changed as long as the policy of the Soviet towards the Kuomintang remains the same as it is now. My duty to-night is to remind you that this policy is a legacy bequeathed to us by our late Chief, and with due reverence and in all solemnity, the august assembly of the representatives of the Kuomintang at its last general meeting accepted the trust and responsibility to carry it out, both in letter and in spirit. Any deviation from that policy now would, I consider, be a betrayal of that sacred trust."

It is stated that the Russians previously reported to have left Canton are those whose contracts have expired and who do not wish to renew them. There are still over a hundred Russian officers attached to each of the Army Corps, so that the reports of the Government having dispensed with the services of all Russians appears somewhat premature.

There have lately been so many discussions among the Labour Union which have resulted in open conflicts, that the police have taken stricter measures to limit the activities of these Unions, more especially in prohibiting aggressive and violent utterances which lead to trouble. The Police Department has now issued an order to all Police Stations to send deputies to attend all meetings held at the Unions' quarters which are within the jurisdiction of their respective stations, and to make a full report of the proceedings of each meeting.

It is now reported that Ow Yang-lum, who suddenly made his disappearance from his post prior to the recent coup, has returned to Canton in deference to the wishes of General Chang Kai-shek, who, it is said, is satisfied that he was in no way connected with the conspiracy, but was made a dupe through the machinations of others. It is further reported that as the change of the Naval Bureau to the states of Ministry is about to be effected, General Chang Kai-shek has recommended Ow Yang-lum for the post of Minister of the Navy, although he recently declined the offer made to him by the Committee of Political Affairs. It is thought that he will at least be reinstated as Commander-in-Chief of the Canton Fleet.

A bulletin states that Mr. Sun Fo reported to the Government his resumption of office on the 30th March. It is said that at noon on the same day, Mr. Sun Fo attended an important meeting at the private residence of General Chang Kai-shek at which Generals Yan Yen-kai, Li Chai-sun, Chu Pui-tok, Wong Shiu-hung and Mr. Chang Ching-kong (who had come from Shanghai in deference to a telegraphic invitation from Mr. Wang Ching-wai) were present. Reports state that the conference, which lasted for five hours, was devoted entirely to matters pertaining to

ARMS TRAFFIC IN CHINA.

WHAT LEAGUE OFFICIAL FOUND.

200 AEROPLANES.

London, April 1. In the House of Commons, initiating a debate on disarmament, Mr. Ponsonby deplored the traffic in arms. He said the Chinese, the most peaceful people in the world, had been fighting for two years because of it. It was a pity that the surplus stock of munitions from Western Christian Powers should be wasted, so they were sent to China.

Commander Bellairs interjected:—"Did not any of the arms come from the Soviet?" Mr. Ponsonby retorted that the Soviet Government got arms from Koitehach and Denikin. He declared that an official of the League of Nations who was recently in the China war area found officers, chiefly French and Italian, commanding Chinese regiments on both sides. He also found that two hundred brand new French aeroplanes and a quantity of munitions had lately been supplied to China by Western Powers.

Mr. Locker Lampson, in reply, pointed out that the question of traffic in arms was settled last summer, when a Convention was signed, although the results had probably not been seen.—*Reuter*.

MUZZLING ORDER.

OFFICIAL NOTIFICATION.

It is notified in the *Government Gazette* that on and after 12th of April, no dog shall be allowed to go abroad in the public thoroughfares or elsewhere unless it is either muzzled or on the lead, and on and after the said date any dog found abroad in the public thoroughfares or elsewhere which is neither muzzled nor on the lead may be shot at any time by any police officer or by any person so authorised by the Captain Superintendent of Police.

MORE DOG BITES.

A further batch of dog-bite cases is notified by the police. A brown mongrel dog, belonging to Miss T. Orton, of 165 The Peak, bit a small girl named Betty Noll, living at the same address. The girl was treated by Dr. Black and the dog has been sent to the Kennedy Town depot.

Mr. R. Pestonji, of 8, Humphreys Buildings, Kowloon, reports that his daughter, Betty, aged seven years, was passing 54, Nathan Road, when a small brown dog rushed out and bit her on the right thigh. The victim was treated by Dr. Allan, but the dog has not yet been seized.

A mongrel dog, the property of Mr. Remedios, of 2, Fair View Kowloon, has been sent to Kennedy Town after having bitten a girl named A. Glasiman, of 57, Nathan Road.

Two others cases, in which Chinese were the victims, have also been reported.

The Kuomintang, more particularly on the question of reconciliation of the right and left sections of the party, which Mr. Chang Ching-kong is said to have strongly advocated. Though favourably received by the majority, no decision was reached on this point.

COAL CRISIS.

PROSPECT OF SERIOUS TROUBLE.

VITAL DIFFERENCES.

London, April 1. The Miners Executive has decided to call a national delegate conference of the Miners Federation in London on April 9, to consider the written proposals of the mine owners which were handed to the Executive this morning. The two sides will meet again after the miners' delegates have expressed their views on the proposals.

OWNERS WILLING FOR NATIONAL AGREEMENT.

London, April 1. A member of the Miners' Executive has stated that the miners will give a reasoned reply to the owners' proposals but emphasised that they are not likely to be acceptable and that there is every prospect of a serious crisis arising. It is learned that Mr. Evan Williams, the Chairman of the Mining Association informed the Miners' Executive that the owners, for the sake of peace and a settlement, are prepared to negotiate an agreement on national lines, but that the industry must stand on its own foundation and economic basis, and could not be continued by means of a Government subsidy. The owners were emphatically of the opinion that an extension of working hours was an essential condition of restoring the industry. He emphasised the necessity for increased output and proposed that each district should fix its own minimum percentage, a National Board to settle the question of a national minimum over and above the district minima. The present national minimum of 33 1/8 per cent. need not necessarily be maintained. The owners were opposed to compulsory amalgamation, but were prepared to consider voluntary amalgamation and the re-organisation of the industry. They were opposed to any change with regard to by-products and agreed that nationalisation was not practicable.

"ALMOST INSURMOUNTABLE" OBSTACLE.

The Miners' Federation Executive has issued a statement on the two days' conferences with the owners, saying that the latter refused to intimate the proposed pay on May 1st except to say there would be heavy reductions. The Executive describe the owners' views on the Commission's Report as indefinite, and consider that the refusal to consider the fixation of a national minimum percentage (Continued on Page 10).

HARBOUR SENSATION.

Chinese Marines Desert.

Quite a sensation has been created by the fact that last night a number of Chinese marines deserted from the Chinese cruiser Kwong Kang which for some time past has been lying in the harbour off Cheungshawan (Shamshui). The deserters took with them four rifles and a number of small arms, with a plentiful supply of ammunition, and left in a dinghy for an unknown destination.

On receiving a report from the commander of the cruiser, police launches were busy last night in an effort to locate the runaways. But of neither the dinghy nor its occupants is there yet any sign. Later information is to the effect that one man suspected to be of the party of deserters has been found, but official confirmation of this report is lacking. The Kwong Kang, which is a Cantonese cruiser belonging to the "Kwong" class of warships, is little bigger than a large launch.

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BANQUE INDUSTRIELLE CASE.

EX-HONGKONG MANAGER LOSSES.

INSOLENT LETTERS.

Paris, April 1. In the case in which M. Durnerin (former manager of the Hongkong branch of the Banque Industrielle de Chine) brought an action against the Banque for wrongful dismissal, the Court of Appeal has given judgment for the defendants, on the ground that the plaintiff's dismissal from the management was justifiable, in that he sent the Banque insolent letters attacking its administration.

The Court pointed out that in regard to exchange operations, M. Durnerin did not protest at the time, but even partially executed the transactions.—*Reuter*.

[In bringing the action, M. Durnerin stated that he was dismissed for refusing to carry out instructions which it was impossible to execute, and which, moreover, were calculated to lower the value of the franc. He stated that on May 7th, 1924, he received a telegram from the Head Office ordering him to buy dollars or sterling on account of the Banque de Paris et Pays Bas to the extent of \$100,000 daily. He refused to carry out the order because it was calculated to start a panic in the Eastern markets. The Banque de Paris et Pays Bas statement declared that the orders mentioned were placed on Government's account to defend the franc. The case was regarded as politically important as the Banque de Paris et Pays Bas is associated with the Socialist-Radicals and for two years financed many operations for the Government.]

GOOD FRIDAY.

SPECIAL MUSIC AT CATHEDRAL.

There was special Good Friday Music at St. John's Cathedral last night, when some beautifully-rendered selections were given by well-known local artistes and an augmented choir. Mr. F. Mason, A.R.C.O., L.T.C.L., being at the organ. A large congregation was present.

The selections were not, as on some past occasions, solely confined to one work, but comprised a number of varied and appropriate items, all of which were given with much expression and sympathy. Those taking part were Mrs. Watt (contralto), Mr. H. E. Gardner (tenor), Mrs. Boleyn (violin), Miss Bragg (violin) and Mrs. Griggs (piano).

The hymn "When I Survey the Wondrous Cross" was sung, and the service concluded with the Blessing and the Sevenfold Amen. A collection was taken during the evening for the Organ Fund.

"JACKO" CAUGHT.

FOUND ON THE HILLSIDE.

"Jacko," the pet monkey belonging to Mr. MacReynolds, which escaped last Tuesday and later bit Mrs. Warren, of 19 Broadwood Road, has been recaptured.

It appears that the Chinese "boys" at the Indian Recreation Club saw a monkey on the hillside above Sookunpoo Valley, and after a long chase they managed to capture it. When caught, it was found to have a length of steel chain padlocked to its waist, and this clearly establishes the point that the captured animal is "Jacko". The monkey is now at the Indian Recreation Club and can be had by its owner on application there.

POSTAL LAW.

POWER TO OPEN PACKETS.

NEW LOCAL BILL.

Important provisions regarding the powers of the Postmaster General are contained in an Ordinance to amend the law relating to the Post Office, a draft of which appears in the *Government Gazette*. It is explained in the Objects and Reasons that it has long been recognised that the Post Office Ordinance, 1903, is in certain respects defective and out of date. The new Bill is an attempt to remedy the defects and omissions of the present law and to bring it up to date.

There are several pages occupied by the text of the Bill, some of the most important provisions of which deal with the opening of mail matter. Clause 12 of the Bill gives power to open and delay any postal packet which is reasonably suspected of having been posted in contravention of the law, or of containing anything with respect to which, or by means of which, any offence is being committed or attempted.

Under the present law the Postmaster General has no power even to delay the transmission of correspondence, much less to open correspondence, without an express warrant under the hand of the Governor, except in the particular cases dealt with in sections 12A, 17 and 18 of the Post Office Ordinance, 1903, and subsection (2) of section 18 of that Ordinance seems to indicate that the warrant of the Governor must be for some specified article or correspondence and cannot be general. Clause 13 of the new Bill gives a general power, and it enables the Postmaster General to delay a postal packet for the purposes of obtaining a warrant to open it. In these two respects it is wider than the existing law. It is narrower because it restricts these powers to postal packets posted in the Colony or received for delivery in the Colony. The inviolability of letter mails passing through the Colony is therefore strengthened in the bill while full powers are given for dealing with letters which either originate here or are to be delivered here.

Another clause provides for the disposal of postal packets opened under the authority of the Ordinance. Subject to any regulations which may be made under the Ordinance, the Governor is given full discretion in this matter. Subject to his direction, any postal packets required for any criminal or forfeiture proceedings may be kept for that purpose. Subject to the above, the postal packet is to be forwarded to the addressee if it can lawfully be so forwarded, and if it cannot be forwarded it is to be returned to the sender.

WORLD COURT PROBLEM.

"SURPRISE AND CONCERN" IN WASHINGTON.

Washington, April 2. Surprise and concern has been caused here by the action of the Secretariat of the League of Nations in circulating all the signatories to the Protocol establishing the Permanent Court of International Justice at the Hague, inviting them to participate in a discussion at Geneva on Sept. 1st on the special conditions on which the United States will adhere to the Protocol. Apparently, an explanation is made in the League's circular to the members participating in the proposed conference. Senator Borah, the leader of the fight against American participation in the World Court, said the circular was a logical development. "They are trying to draw us into negotiations with the League," *Reuter's American Service*.

Bulls and Inners

From the Office Butts.

Unofficial figures prove that ten young men who came here last year to get rich, owe \$15,783 mostly to Clubs.

A London lady has given birth to the third set of triplets in five years. She is doing well.

Later-day Theosophists believe that space is a sort of pain in the elbow of time.

A Kowloon amateur wireless enthusiast informs us that he got Iraq last Tuesday evening and learned that Sheikh Yawwi Hafno Ben Anas is dead.

The stowaway evil is becoming most pronounced in local restaurants.

The advertiser who wants "one or two good dogs" would be willing to consider purchase, must hail from Aberdeen.

Lots of girls know all men by these presents.

Soon an infant prodigy will be the Kowloon child who is polite to its elders and who doesn't know Rudolf Valentino by sight.

The capacity of our new fire-boat is 4,000 gallons per minute. This, however, does not include that of the Chief Officer and crew.

It all depends. With your own ear it's merely a mishap; with the other fellow, it's damned carelessness.

"Pickets Retire," says newspaper heading. They ought to, seeing the money they've made.

Telegraph heading: "Clara Jensen Gets Off Unaided." And it isn't Leap Year, either.

Although Spring is here, we don't notice many lambs gambolling in Ice House Street.

Quite a number of tennis arguments are taken to court these days.

With all this competition about, it's getting harder every day for a girl to look really wicked.

A lady on the Peak tram the other evening dropped something, but fortunately it was only an aitch.

There's steepchases remind us that the best time to pick winners is next morning from the newspapers.

The man who was keen for change didn't get it when he sent out his cooie to convert \$70 into small money.

Law-making Recipe:—Take two parts absurdity, one part audacity, a dash of sanity and a pinch of paternalism. Then turn it over to the Legislative Council.

We can only suppose the time will come when it won't be good form to be seen abroad with a patch on one's—tyre.

In spite of the boycott, we are in the unfortunate position of being burdened with excess prophets.

One half of Kowloon flies, but you bet the other half knows.

A London newspaper deplors the fact that sport has lost its hold in Russia. They know how to play havoc, anyhow.

Some of our stenographers are often spellbound.

"The Lost Cord" at the Queen's, advertised the *Sunday Herald*. We rather suspect it was quietly removed lest the manager should do something desperate.

If some of these young Kowloon pups aren't careful, they'll be shot by the police for being a large fish without their ankh.

These letters on patriotism induce us to believe that too many folk think they support their country when they are merely holding themselves up.

These investigating shareholders give directors the pip—not pop.

Shouldn't it in future be known as "You Let and Sug"?

A witness in Court the other day, describing how she saw a man drink a bottle of rum, said, "It was terrible to watch." In fact, it almost took her breath away.

If this "Great Controversy" continues much longer, Hongkong will get the name of being the most religious place in the Far East, which will be rather rough on Shanghai.

Isn't it funny how an otherwise sensible chap will go out to the golf course and drive himself mad?

You'd think some of these girls were in a hurry, the way they take a short cut.

A Swatow vernacular paper says the Prince of Wales is coming to Hongkong to settle the boycott. No wonder he got the ear-ache!

The complaint with most local shareholders is that they're getting nothing to hold.

Here's hoping that local hens won't let us down this Easter.

Nowadays a girl won't wear a dress any longer.

In some cases the Christmas bills have not yet finished ringing.

"Forgive and Forget" sounds all right, but some Hongkong landlords are more for getting than for giving.

Springtime, eh! You bet. You ought to see the way they jump all over Nathan Road.

Spiritualist:—Your letter is interesting, but we cannot agree that the soul is a sort of dudah attached to the gall bladder.

Some of our tourists have found it difficult to photograph the chair coolies, which would seem to indicate that some of them are under no illusion as to what they look like.

What little there is left of business in Hongkong, is sound.

The future of the Charlestown is said to be rather shaky.

The advanced age of Mr. Methuselah may have been due to the fact that Captain Boreyeh wasn't born until long after.

The trouble with some of these motorists is that their rate is too high and their fines too low.

Newspaper heading:—"Reduction in Dole Drawers." We don't know whether this means that their lux out.

According to the *Daily Press*, the substantial Chief of the Bureau is Admiral Seminoff. A stout fellow, we presume.

"Anxious"—No! We do not advise quack medicine for cases of poisoning from ducks' eggs.

A Kowloon resident yesterday discovered a currant in a hot-cross bun. He is now recovering from the shock.

The French don't mind supporting the Government, provided the police for being a large fish without their ankh.



Every Fixture in your Home can be neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
(2) Anyone can use them.
- (3) No damage to Walls.
(4) There is a Rawlplug for every screw.



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Return full of vigour, energy, boundless optimism and good spirits. You, possibly, have not felt like that for years. And you won't do so until you have had a change of climate. You've intended to have a change for a long time. Why not do so now, before the climate gets too strong a hold of you? Take a trip to England, spend a short time at Harrogate, and return like a giant refreshed. This is what Harrogate offers you—Invigorating air that is nature's own antidote to tropical poisons. A town that is "brightness itself." Every possible sport and recreation. 27 natural waters. Over 100 different treatments given by a Medically Gifted staff. The services of medical men who are authorities on tropical ailments.

HARROGATE

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OBITUARY.

MRS. A. D. HUMPHREYS.

It is with great regret that we record the death which took place at the residence of Mr. and Mrs. Comrie at Magazine Gap on Wednesday afternoon, of Mrs. Humphreys, wife of Mr. A. D. Humphreys of Messrs. Dodwell and Co. Ltd.

Death took place very suddenly, Mrs. Humphreys at the time being on a visit to her friends, where she was taken seriously ill and expired in a very short time, immediately after her husband, who had been hurriedly communicated with, arrived. The news came as a great shock to her many friends in the Colony and much sympathy is felt for the bereaved husband, the young son and daughter at school in California and the other relatives in Hongkong and the States.

The late Mrs. Humphreys had not long returned to Hongkong from the States where she had been visiting relatives.

The Funeral.

There was a large number of friends at the funeral, which took place on Thursday afternoon, the Rev. Copley Moyle officiating.

Mr. A. D. Humphreys, Mr. E. Humphreys and Mr. and Mrs. H. Humphreys attended as chief mourners. There was also present Messrs. J. R. Wood, E. R. Dovey, L. E. Lammert, P. T. Farrell, G. P. Lammert, H. A. Lammert, D. M. Biggar, R. C. Comrie, D. H. Cameron, P. M. Pinguet, F. M. Crawford, F. A. Perry, Dr. and Mrs. A. D. Hickling and many others.

Wreaths were laid on the grave from her sorrowing Husband, Mother and Father, Sister, Mrs. Alfred Humphreys, Dora, Dorothy and Douglas, Diana and Ernest, Henry and Eva, Dick, Ida, Messrs. C. B. Brooke, J. W. Alabaster, H. Seth, W. S. Dixon, R. K. Valentine, G. W. Sewell, M. W. and M. K. Lo, O. Skinner, R. W. Lee Jones, F. Lammert, G. M. Shaw, J. Fleming, E. Barros, A. Brearley, J. Coriey, L. G. S. Dodwell, J. H. Ramsay, G. R. Edwards, R. Hancock, F. H. Kew, M. A. Johnson, A. J. Pilgrim.

The Hon. Mr. and Mrs. P. H. Holyoak, Joyce and Dorothy, Mr. and Mrs. F. H. Tyson, Mr. and Mrs. C. C. Stark, Mr. and Mrs. A. V. Hayward, Mr. and Mrs. F. A. Redmond, Mr. and Mrs. A. Leach, Mr. and Mrs. F. W. Stapleton, Mr. and Mrs. R. M. Anderson, Mr. and Mrs. F. S. Thomson, Mr. and Mrs. D. M. Biggar, Mr. and Mrs. C. Edgecombe, Mr. and Mrs. F. H. Crapnell, Mr. and Mrs. G. P. Lammert Mr. and Mrs. L. E. Lammert, Mr. and Mrs. A. E. Eagle, Mr. and Mrs. H. Griffin, Mr. and Mrs. W. G. Goggin, Mr. and Mrs. R. E. Cable, Mr. and Mrs. A. H. Ferguson, Mr. and Mrs. B. Cornaby, Mr. and Mrs. H. A. Lammert, Mr. and Mrs. D. J. Lewis, Mr. and Mrs. A. G. Coppin, Mr. and Mrs. Geo. Harmon, Mr. and Mrs. E. A. G. May, H. R. Phillips, Mr. and Mrs. R. C. Comrie, Mr. and Mrs. F. M. Crawford, Mr. and Mrs. T. G. Weall, Mr. and Mrs. E. B. Reed, Mr. and Mrs. T. A. Martin, Mr. and Mrs. J. A. Plummer, Mr. and Mrs. P. M. Pinguet, Mr. and Mrs. A. S. D. Cousland, Mr. and Mrs. P. S. Cassidy, Mr. and Mrs. C. P. Marcel, Mr. and Mrs. T. E. Pearce, Mr. and Mrs. F. A. Perry, Mr. and Mrs. W. A. Hannibal, Mr. and Mrs. L. G. Scott, Mr. and Mrs. E. W. Carpenter, Mr. and Mrs. Rowson and Miss Frost, Mr. and Mrs. T. Monaghan, Col. and Mrs. Robertson, Mr. and Mrs. J. H. Backhouse, Mr. and Mrs. A. B. Purves, Mr. and Mrs. C. E. Meyer, Mr. and Mrs. F. D. Tracy, Mr. and Mrs. G. M. Dalgety, Mr. and Mrs. A. Hyde Lay, Mr. and Mrs.

THE NORTHERN WAR.

FENGTIEN TROOPS ADVANCING ON PEKING.

Tientsin, April 1. Travellers from Peking by motor report that the Peking road is swarming with advancing troops and state that on the section between Tungchow and Falitsang there is almost a continuous procession of soldiers moving toward Peking, also parallel columns on either side of the road travelling across country. Very few of the Kuominchun troops are in evidence in the neighbourhood of Tungchow, where it is reported, there is an artillery bombardment every night.

Trains are leaving Peking for Nankou and Kalgan at the rate of fifteen daily carrying Kuominchun troops and equipment.

It is reported that Peking is apprehensive of the fifth Kuominchun, consisting of Shantung deserters, of whom about six thousand are now at Luliho.

Fengtien troops are believed to be moving overland to Nankou in order to cut off the remaining Kuominchun troops in the capital.—*Reuter.*

INDIAN COTTON.

MILL-OWNERS ADDRESS LORD READING.

Markets Lost to Japan.

Bombay, April 1.

In a farewell address to Lord Reading, representatives of the cotton-mill owners expressed their gratitude for the Viceroy's help to the cotton industry, especially the abolition of the excise duty. They drew attention to the unfair advantages enjoyed by foreign competitors, and stated that home and foreign markets were being lost to Japan.

The Viceroy in reply said he trusted the abolition of excise duty would help to solve some of the problems of the mill-owners.

The Government had every desire to assist the cotton industry, but must be satisfied that measures free from objection and generally appropriate were adopted. In regard to the steps that could be most usefully taken, there was room for a difference of view.—*Reuter.*

W. Ironside, Mr. and Mrs. H. Dowbiggin, Mr. and Mrs. F. R. Smith, Mr. and Mrs. H. U. Ireland, Mrs. Maitland, Mr. P. T. Farrell and Miss Farrell, Mr. and Mrs. C. Chou, Mrs. M. Smith, Mr. B. L. Frost and family, Miss C. M. Crawford, Mr. and Mrs. H. C. Durheim, Mr. and Mrs. W. H. Bell, Mr. and Mrs. C. H. Benson, Mr. and Mrs. Newhouse, Mr. and Mrs. D. Taylor, Lieut.-Col. and Mrs. E. D. Mathews, Mr. and Mrs. S. H. Ross, Mr. and Mrs. J. H. Seth, Mr. and Mrs. H. E. Goldsmith, Mr. and Mrs. E. Mitchell and Miss W. J. Davidson, Mr. and Mrs. M. Pittendrigh, Mr. and Mrs. R. E. Macdougall, Mr. and Mrs. G. Grimble, Mr. and Mrs. A. Piercy, Mr. and Mrs. D. Reid, Mr. and Mrs. S. Berg, Mr. and Mrs. P. A. Mr. and Mrs. D. H. Cameron, Mr. and Mrs. L. S. Greenhill, Mr. and Mrs. G. W. C. Burnett, Mr. and Mrs. C. B. Brown.

Messrs. Dodwell and Co. Ltd., The China Mail, Union Water Boat Co. Ltd., and many others.

HUNGHOM BOMB OUTRAGE.

INGENIOUS PLAN TO COLLECT SUBSCRIPTIONS.

Dock Employees Victimized.

Following the recent bomb outrage at Hunghom, which resulted in the death of one of the victims, a most ingenious attempt was made by certain individuals to obtain money under the pretext that they were collecting subscriptions for the aged mother of one Cheung Kwong, who lost his life.

The discovery of the name being fictitious led to the arrest of a fitter employed in the Kowloon Dock Company, and on his appearance before Mr. J. H. B. Nihill at the Kowloon Magistracy on Thursday he was charged with obtaining money by false pretences.

Several Chinese clerks from the Kowloon Docks gave evidence of having been approached by an ex-office boy, who produced a list and said that he was directed by a second person to collect money for the relatives of one of the victims. Thinking that the man was quite genuine, he was handed sums of money by various Chinese in the Docks. It was subsequently discovered that the name of Cheung Kwong, appeared as the deceased man, and knowing that that name was false a report was made to the police, which led to the defendant's arrest.

The person who had collected the money from the employees of the Dock said in evidence that he was requested by the defendant to assist in raising the necessary funds to enable the victim's mother to return to her country.

The defendant in his statement denied that he was the originator of the scheme. He pleaded that he had been asked by Li Liu to collect the money.

At the conclusion of the evidence for the defence, his worship said that there was insufficient evidence on which to convict, and the defendant was discharged.

DISARMAMENT CONFERENCE.

JAPAN'S DELEGATE APPOINTED.

Tokyo, April 1.

It is officially reported that Mr. Doichi Matsuda, minister to the Netherlands, has been appointed Japan's chief delegate to the preliminary disarmament conference. The Foreign Office spokesman emphasised Japan's willingness to fall in with England and America regarding the scope of the conference.—*Reuter.*



SHOCK METHODS

are unwise where abdominal troubles are concerned, so why use old-fashioned gripping pills, salts or oil, when Pinkettes, the dainty little laxatives, do all that is needed. As gently as nature Pinkettes dispel constipation, stimulate the sluggish liver, banish biliousness and sick headaches, clear the skin, purify the breath, relieve Piles.

Your chemists sell Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60, Kiango Road, Shanghai.

PIANO PIECES

THE WHOLE WORLD PLAYS

LIGHT PIANO PIECES

THE WHOLE WORLD PLAYS

THE MOST POPULAR

DRAWING-ROOM SONGS

UKULELE TUTORS

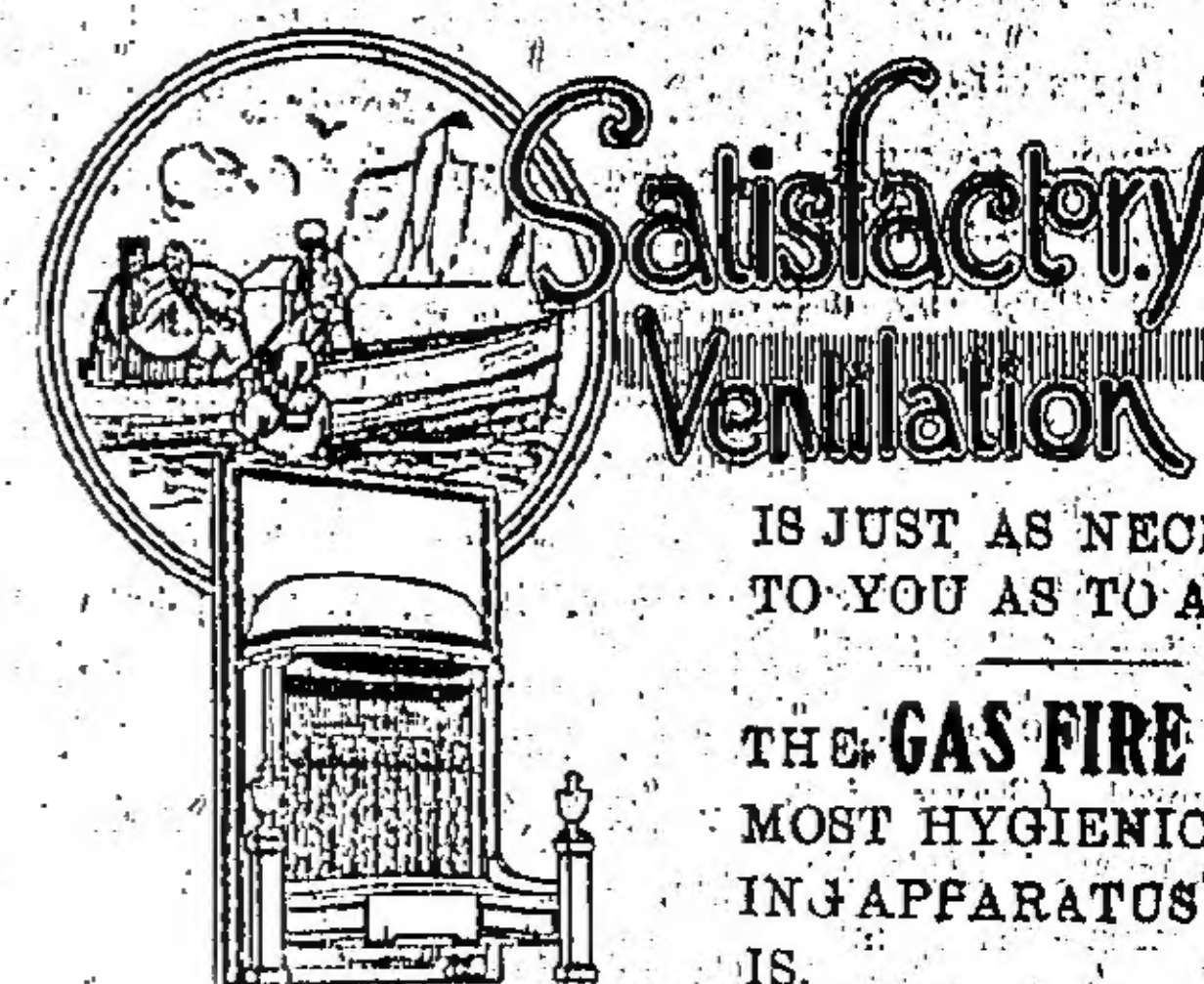
UKULELE SOLOS

TENOR BANJO TUTORS

LEO FEIST DANCE FOLIO No. 9

AT

ANDERSON'S



IS JUST AS NECESSARY TO YOU AS TO A DIVER

THE GAS FIRE IS THE MOST HYGIENIC HEATING APPARATUS THERE IS.

It changes the atmosphere in an ordinary room six or seven times an hour

Hongkong and China Gas Co., Ltd.



ANNOUNCING THE OPENING OF OUR NEW KOWLOON BRANCH.

We have pleasure in informing our Kowloon customers that on and after the 1st. April, 1926, a branch of our business will be opened at 36 Nathan Road.

The International Dry Cleaning and Dyeing Company, 19, WYNDHAM ST. HONGKONG 36, NATHAN RD. KOWLOON.



"TRUSSIT"

METAL LATH

"WALL THAT STAND"

Exterior stucco walls, interior plastered walls, and partitions built with or without studs, can be made fire-retardant and permanent with "TRUSSIT" reinforcement.

For your factory, warehouse, office building, or any type of wall, use "TRUSSIT." It has many labour, time and money saving qualities.

Just Telephone us and we will have "TRUSSIT" on the job immediately.

THE

HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

TEL. C. 3742.

2ND FLOOR, POWELL'S BUILDING

SALESMAN SAM.

Two Tough Guys

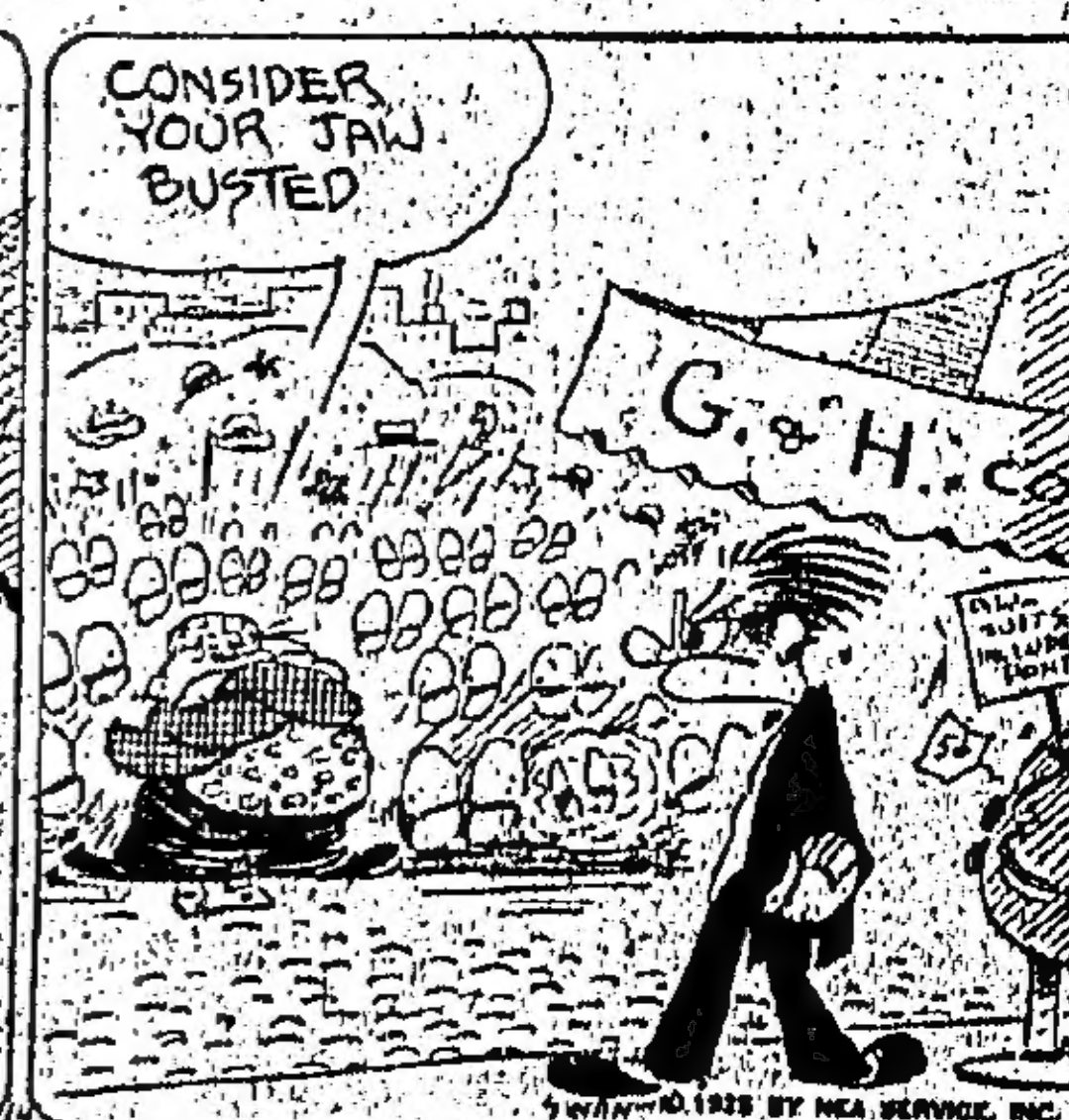
By Swan

Avoid colds

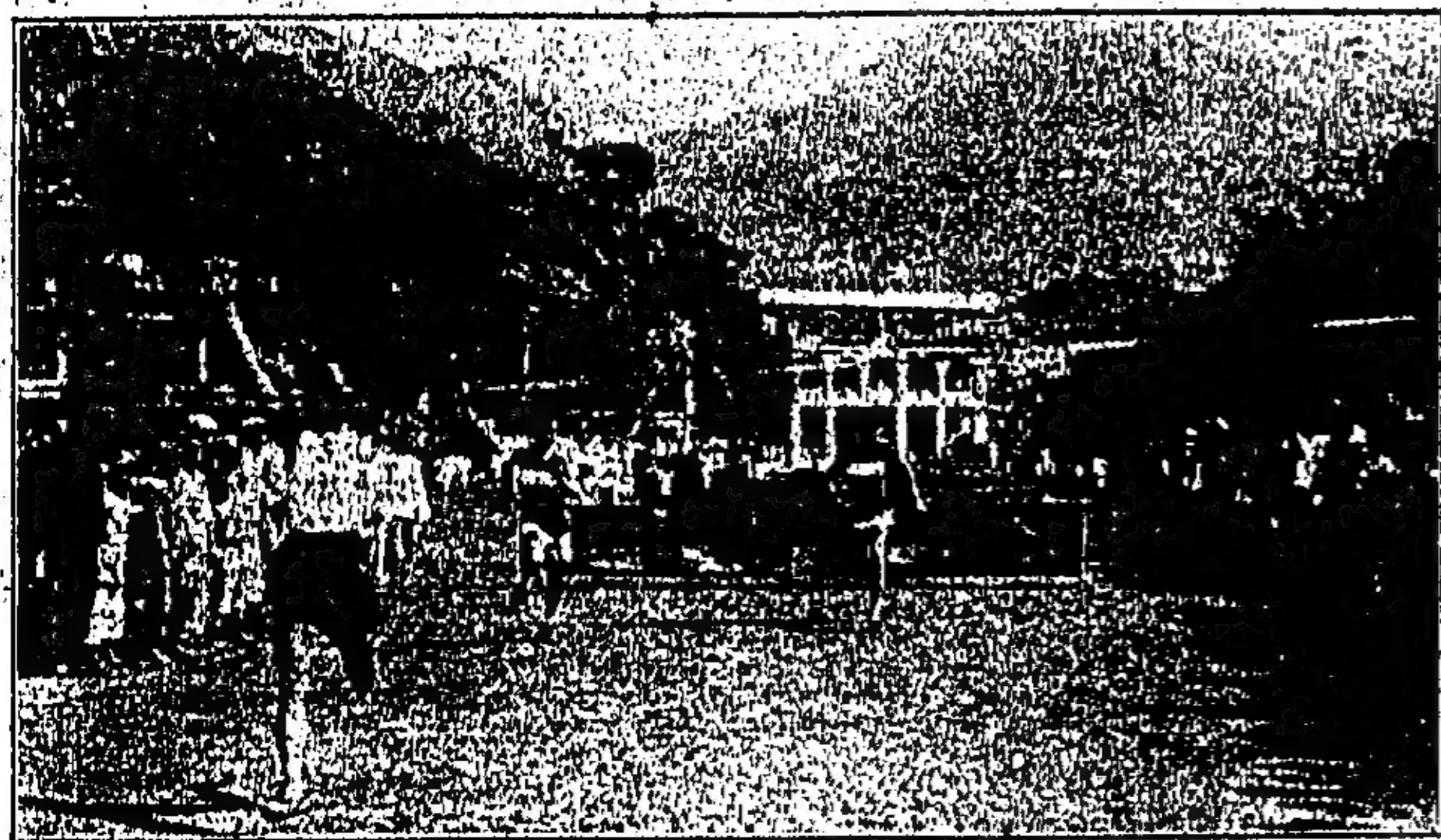
By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for



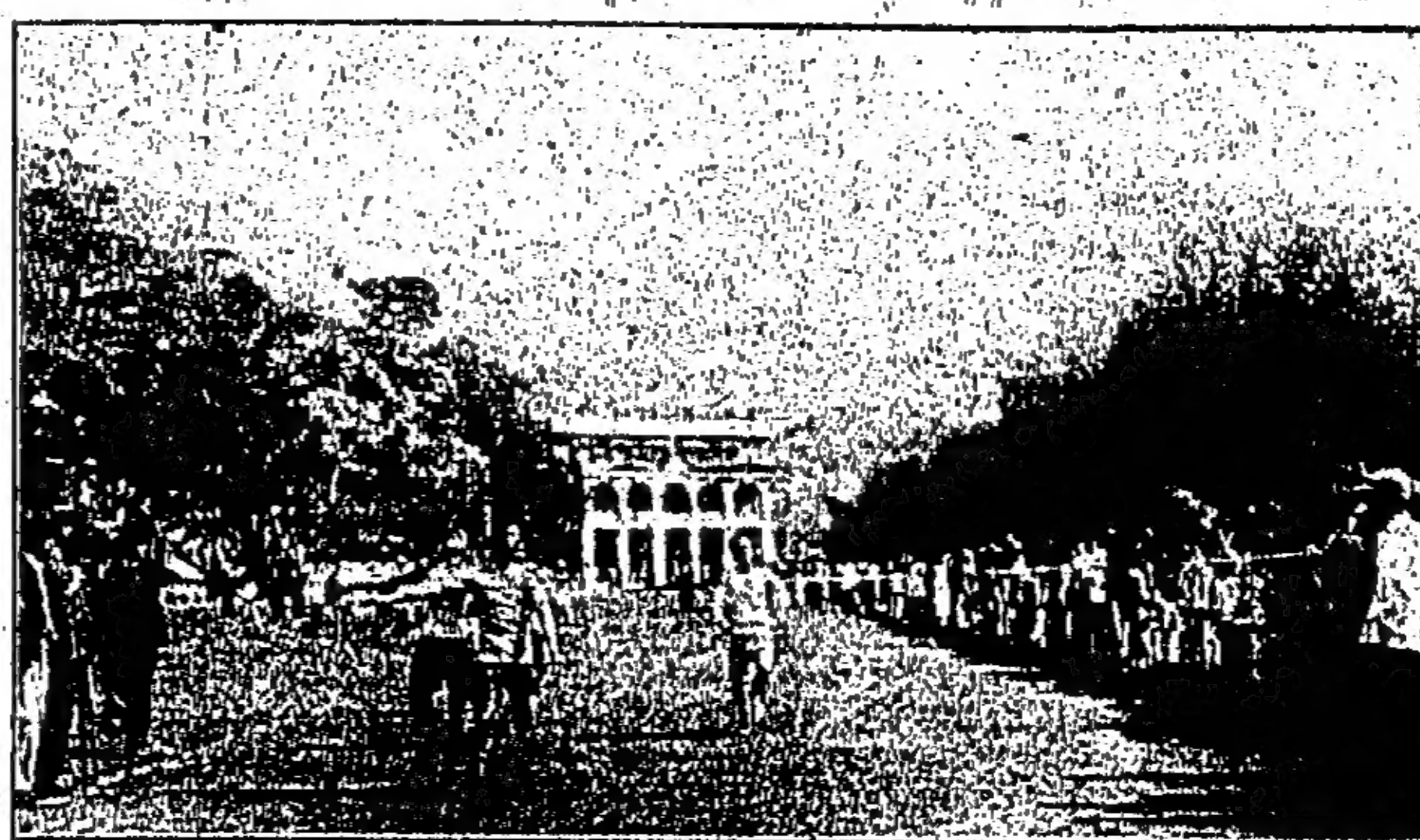
SCOTT'S Emulsion
The protector of life



LOCAL PICTURES.



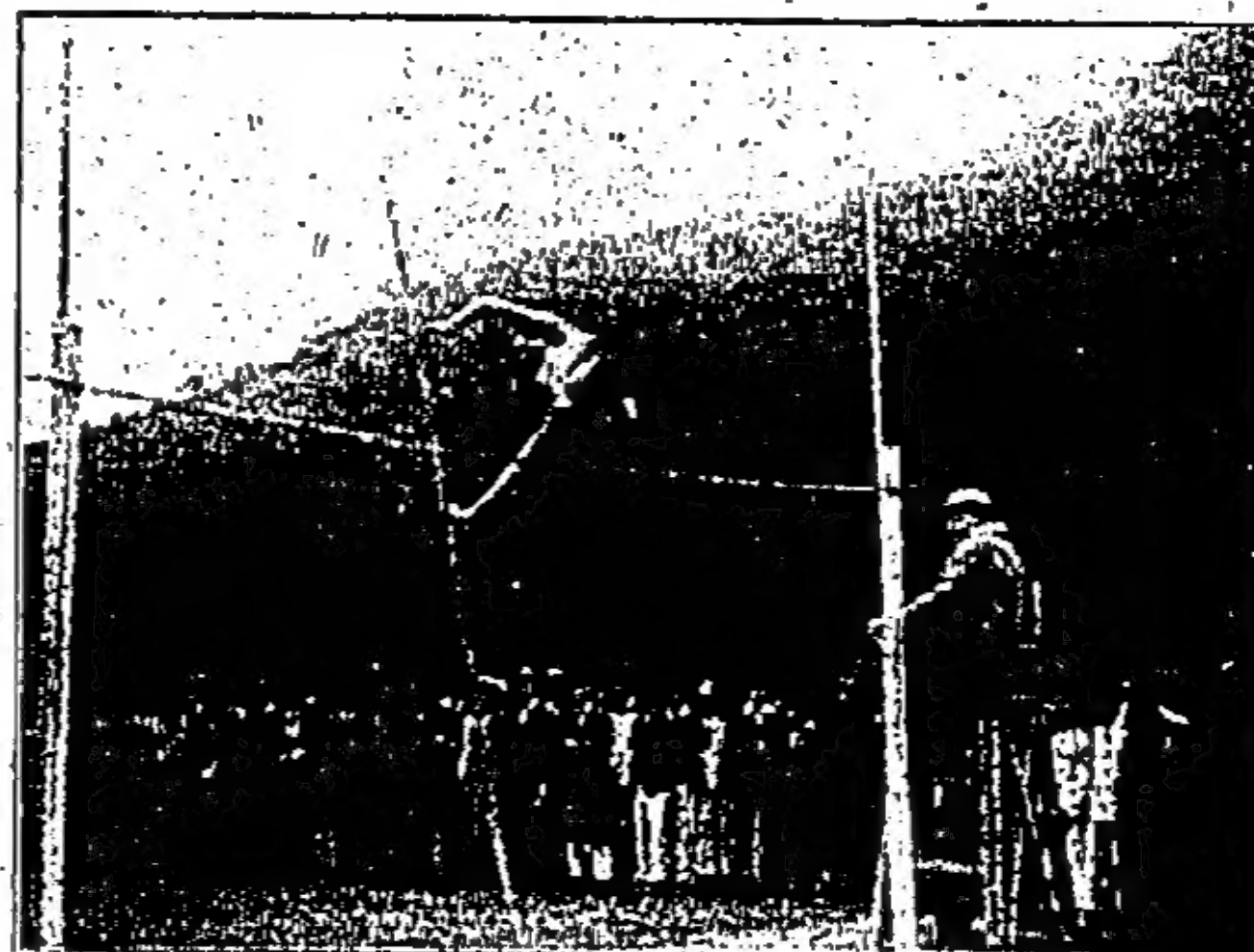
The finish of the hurdles race at St. Paul's College sports at Causeway Bay. (Photo: Ming Yuen).



A tussle for first place in one of the events at St. Paul's College sports. (Photo: Ming Yuen).



The Hongkong and Shanghai Bank's rugby football team which met the Club recently and lost by 20 points to nil. (Photo: Ming Yuen.)



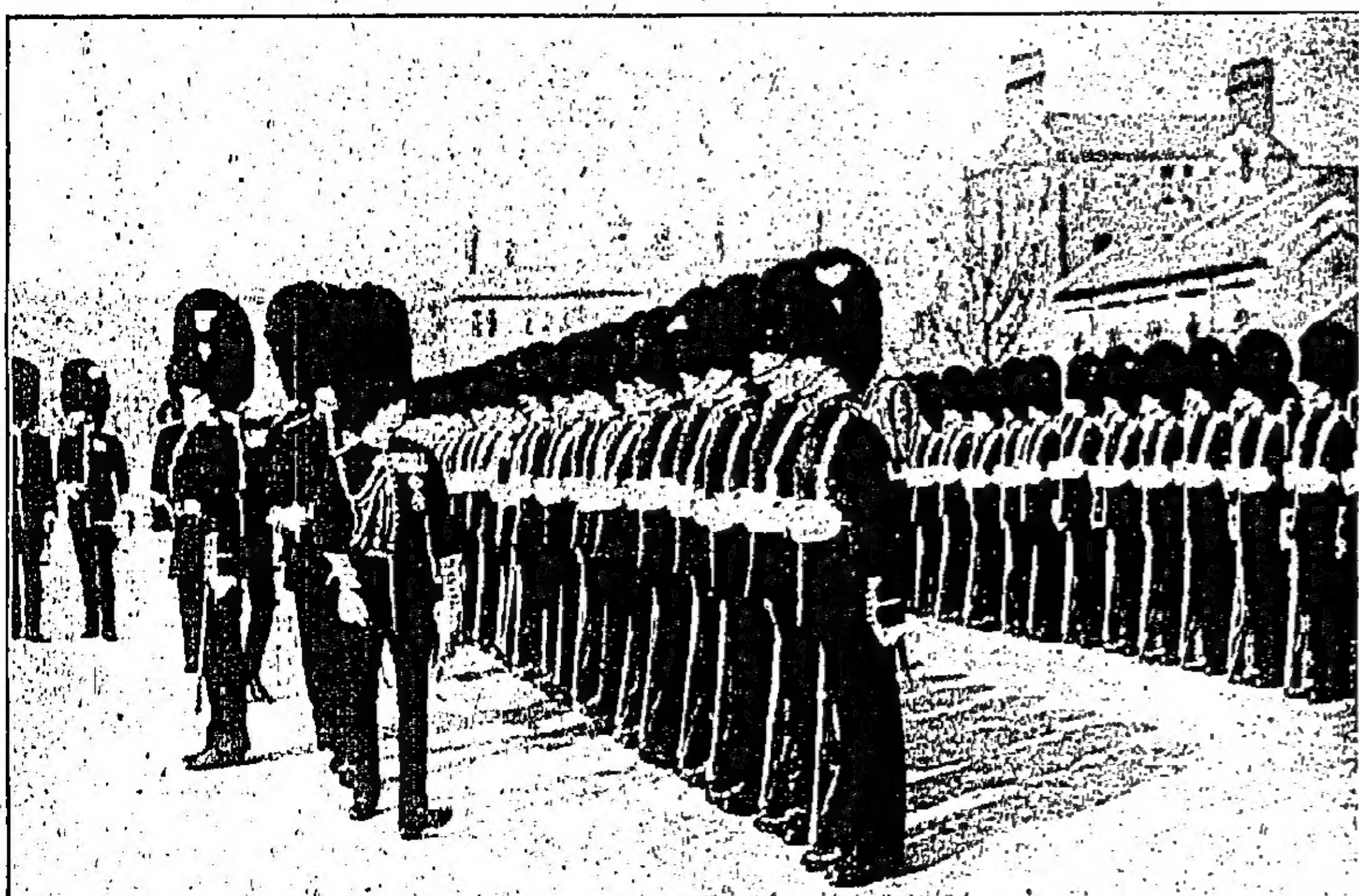
A good effort in the pole jump at the University sports last Saturday. (Photo: Mee Cheung).



Finish of a sprint at the University sports. The little dog is a good fourth. (Photo: Mee Cheung).



Over together, in the hurdles race at the University sports. (Photo: Mee Cheung).



The Prince of Wales paid a visit to Chelms Barracks for a St. David's Day inspection of the Welsh Guards. The Prince, who is the Colonel-in-Chief of the Welsh Guards, is seen inspecting the men.

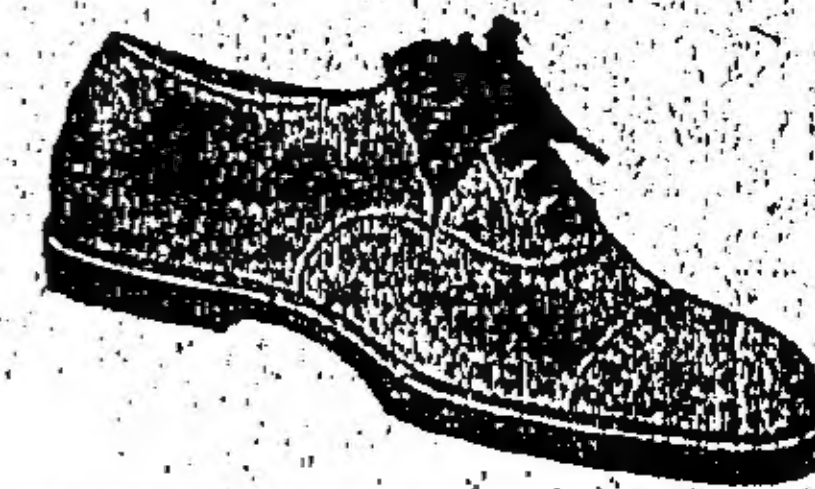


Laddie Cliff and Phyllis Mopkman, the two former "Co-Optimists," leaving the Savoy Chapel after their wedding.



Snapped at the wedding of Capt. H. A. C. Webber, Royal Marines, and Miss R. Pearce, daughter of Sir William Pearce, at Deal.

Tennis Shoes



A good, durable shoe for the man preferring something lighter than Buckskin. The tough canvas is specially made for our needs, and we can guarantee it for wear. Comfort is assured, because the shoe is produced on a correct model, light, cool, and best quality.

\$11.50

VIVELLA UNSHRINKABLE TENNIS SOCKS—\$1.50 \$1.75

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building

Des Voeux Road.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS

DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts, Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments, Stanley Drawing Instruments,
Ross London Telescopes & Binoculars, Wetz's Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

Fanling Steeplechase Meeting

MONDAY APRIL 5th.

TIFFINS

AND

TEAS

WILL BE SUPPLIED BY

THE RITZ

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS

HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116.

WING WOO ST.

TEL. 25, Central.

WHITEAWAY'S



"LINNENE" OF WORLD WIDE REPUTATION

This super-quality fabric has always been very popular, and the demand is increasing.

"LINNENE" has a soft, silky finish which adds greatly to its draping qualities. It wears well and washes well, and is an ideal material for ladies' and children's dresses, overalls etc. Colours—White, Cream, Blues, Mauves, Greens etc., 38 inches wide.

PRICE \$1.00 PER YARD.

Dress Goods Department.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456, 1462.

MISCELLANEOUS

FOR RENT six roomed house middle level. House wanted Peak with tennis court long lease. We have houses and land for disposal. Small investors. Tel. 4630.

PREMISES TO LET

TO LET—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$150 upward. These residences, on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to Hongkong Land Investment and Agency Co., Ltd.

TO LET—One flat of two rooms of No. 38, Wyndham Street, with bathroom, kitchen, servants room, from 1st April. J. P. Vassini & Co. same house.

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS—Full board small room \$95. Monthly. Medium sized room \$120 inclusive. Large commodious bedditting-rooms \$130 monthly, 1 minute from Ferry. Next new hotel Hankow Road, Kowloon. Tel. K.357.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TO LET—From 1st April to 31st December, furnished, top floor flat of four large rooms with kitchen and gas stove, pantry, store room, bathroom with geyser, etc. Apply W. S. Bailey, 4 Armand Bldg., Kimberly Road, Kowloon.

TWO large rooms excellently situated for offices on the 2nd and 3rd floors of "St. George's" Building facing Joe House Street. For terms and particulars apply to Hongkong and Territorial Estate, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "Fronch Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S" BUILDING, opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estate, Ltd., "St. George's" Building, 1st Floor.

FOR SALE.

MOUTRIE PIANO—Excellent Tone and Condition, trial welcomed. Cost \$800.00 in October 1922, will accept \$550.00 or nearest offer. Apply Box No. 1483 c/o "Hongkong Telegraph."

FOR SALE—Small cruiser yacht "Coquette." Winner R.H.K.Y.C. championship 1924, runner-up 1925. Apply Box No. 1482 c/o "Hongkong Telegraph."

TO BOARDING & PRIVATE HOUSES STOCK-TAKING SALE of Pure Blackberry and Strawberry tins at \$26.00 and \$28.60 per case. Two weeks only. Montgomery, Ollerton and Company, 10, Des Voeux Road, Central, Tel. 4630.

FOR SALE—STEAM LAUNCH about 60 foot long, in excellent condition and ready for Harbour and River.

G. R. NOTICE.

Owners of dogs are notified that on and after the 12th April until further notice every dog going abroad in the public thoroughfares or elsewhere will be required to be muzzled under section 6 of Ordinance 5 of 1893. Any owner whose dog is found abroad unmuzzled will be liable to a fine of \$100 under section 7 of the same Ordinance. On and after the 5th April muzzles will be on sale during ordinary business hours at the following places—
1. Messrs. Lane Crawford, Ltd.
2. Hung Cheong, 66 Nathan Road, Kowloon.
The price of the Government pattern will be 30 cents each without strap.

N. L. SMITH,
Head of the Sanitary Department,
Hongkong, April 1, 1926.

RABIES.

Members of the public are hereby informed that a "Removal Permit" is necessary before any dog can be taken across the Harbour. Such permits may be obtained at the office of the Colonial Veterinary Surgeon.

Persons in possession of Anti-rabies Vaccination Certificates issued by veterinary practitioners are not thereby entitled to take their dogs across the Harbour without a "Removal Permit."

WALTER J. E. MACKENZIE,
Colonial Veterinary Surgeon,
Hongkong.
March 31, 1926.

FANLING HUNT STEEPCHASES.

EASTER MEETING.

Monday, April 5th, 1926.
Saddling Bell 12 noon
First Race 12.30
Entrance to Enclosure and Covered Stands \$3.00
Motor cars can be parked on the rail opposite the grand stand, \$5.00. The Masters of the Hunt request the pleasure of the presence of the Ladies at the Races.

Special Express Train to the Races leaves Kowloon at 11.02 a.m. Buses and jitney cars for the Course will meet the train.
Extra lighters for taking cars across Harbour will be provided. Cash Sweep through tickets can now be obtained from Mr. U. Rumjahn.
Hongkong, March 25, 1926.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

The forty-eighth ordinary annual meeting of the shareholders of the above company will be held at the offices of the General Agents, Pedder Street on Thursday, 22nd April, 1926, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1925.

The Transfer Books of the company will be closed from 8th to 22nd April, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.

General Agents.
Hongkong, March 26, 1926.

HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 3rd April, 1926 commencing at 2.30 p.m. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Thursday 1st April.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for the admission of 2 Ladies free of charge.

MASSAGE HALL

28 WYNDHAM STREET

LAMMERT'S AUCTIONS

BY ORDER OF THE OWNER.

PUBLIC AUCTION.

of the Valuable Leasehold property situate at Victoria, Hongkong and known as

Section C of Inland Lot No. 712 and Subsection 1 of Section B of Inland Lot No. 712, together with the message erections and buildings known as No. 2 Conduit Road erected thereon. Area 5,440 square feet. Annual Crown rent \$3.60.

To be sold in one Lot by

PUBLIC AUCTION.

on TUESDAY, the 13th day of April 1926, at 3 o'clock p.m., at their Sales Rooms, Duddell Street, Victoria, Hongkong.

BY MESSRS. LAMMERT BROS., Auctioneers.

For further particulars and Conditions of Sale.

Apply to Messrs. Johnson, Stokes and Master.

Prince's Building, Hongkong, or to

MESSRS. LAMMERT BROS., The Auctioneers.

Hongkong, March 30, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 6th April, 1926, commencing at 11 a.m., at their Sales Room, Duddell Street.

A Quantity of Household Furniture.

And

A Quantity of Miscellaneous Goods.

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

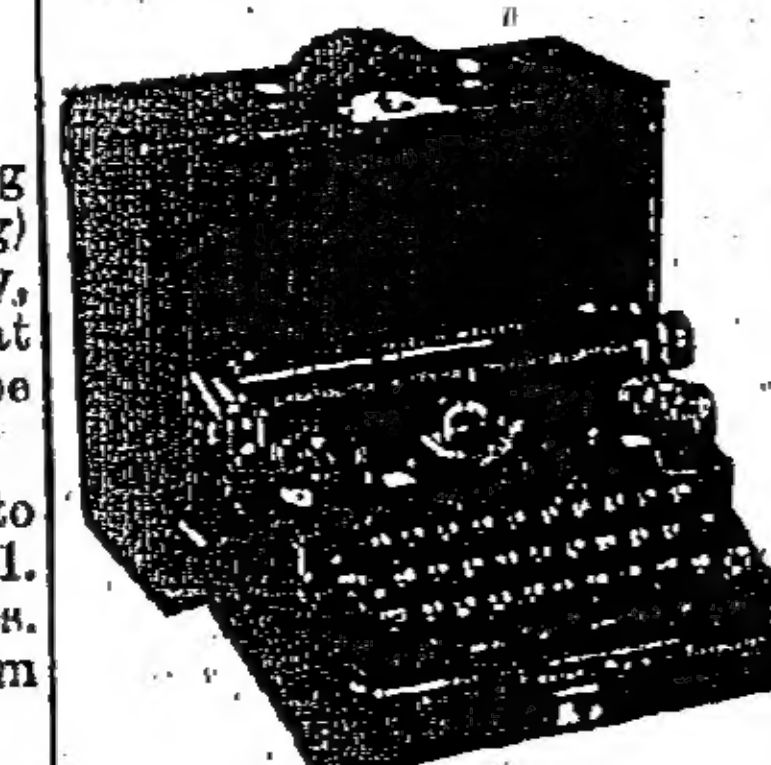
CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

UNDERWOOD TYPEWRITERS



PORTABLE MODEL

Weight 8½ lbs. in travelling case.

MINIMUM WEIGHT.

MAXIMUM SERVICE.

Price Mex. \$112.50 Nett.

DODWELL & Co., Ltd.

Office Equipment Dept.

Office Equipment Dept.

Queen's Building, Ground Floor.

(Opposite Ferry Wharf.)

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE PENANG and BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

The Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this Port at 4 p.m. on Wednesday, the 7th April, 1926, taking Cargo for the above Ports.

Silk, Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until 5 p.m. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further Particulars,

Apply to

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 1st April, 1926.

S. S. "AMBOISE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

Consignees of Cargo from MARSEILLES &c., also Cargo from Havre and Cognac, ex S.S. "LIEUTENANT DE LA TOUR"

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their Yards into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 9 a.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Tuesday the 6th April, 1926 at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 9th April or they will not be recognized.

All damaged packages will be examined on Tuesday, the 6th April at 10 a.m. by Messrs. Goddard and Douglas.

No fire insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 31st March, 1926.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From United Kingdom and Straits.

Consignees are hereby notified that owing to a Fire in the After Hold a General Average has been declared. It is therefore necessary for the Average Agreement to be signed and a Deposit of 15% paid before Bills of Lading can be countersigned.

Goods damaged by Fire or Water will be surveyed by Messrs. Goddard & Douglas on 1st April at 10 a.m.

The Steamship "GLEN SHANE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 5th April 1926 at Noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 1st April 1926 at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted with in 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 30th March, 1926.

LANGUAGE DIFFICULTY.

PROBLEM AT BENGAL UNIVERSITY.

Calcutta, March 1.—The nationalistic spirit in Bengal expresses itself in other ways than in the political arena. Recently there was a far-reaching proposal in connection with the Bengal University that Bengali should replace English as the language of instruction and examination in the schools affiliated to the University. Lord Lytton at the Convocation held the other day showed how impracticable this was, while at the same time expressing sympathy with the scholars who, as he pointed out, in addition to having to acquire a knowledge of several languages, were severely handicapped by having to study every subject in the medium of a foreign language, a fact which must considerably retard their progress.

The desire of Bengalis, however, to substitute their mother tongue for English is, unfortunately, not nearly so simple as it appears. The difficulty is that there are many scholars in the schools of Bengal to whom Bengali is as much a foreign language as is English. Moreover, it would be impossible to force schools in Assam merely because they are affiliated to the university, to receive instruction in Bengali. Also, there is a large minority of Urdu speaking Mohammedans in Bengal who are equally entitled to consideration. "We must not forget," said His Excellency, "that even if the number of Moslems in Bengal whose mother tongue is Urdu be small, they will have the sympathy of millions, if their interests are not adequately safeguarded." Finally, a good knowledge of English is so necessary to the study of any technical subject that it would be a serious handicap to students if the teaching of English as a separate subject were allowed to deteriorate.



Owner of villa in course of construction: "Pardon me, sir, but you are walking in my garden!" Passing Show, London.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, MacDonnell Road, below Bowen Road Tram Station. Sunday Service 11.15 a.m. Wednesday Evening Meeting 5.30 p.m. Reading Room at above address, open Tuesday and Friday 10 a.m. to 12 noon. Monday and Thursday 5 to 7 p.m.

ST. ANDREW'S CHURCH.

Easter Sunday.—7.15 a.m. Holy Communion. 8.15 a.m. Holy Communion. 11 a.m. Morning Prayer and Holy Communion. Preacher: The Vicar. 3 p.m. Young People's Service. 6 p.m. Evening Prayer and Holy Communion. Preacher: The Lord Bishop. The Bishop will license Mr. J. H. Hunt, O.B.E., the Vicar's Warden, as a Diocesan Lay Reader at the evening service.

Appetizing FOOD

EVERY POSSIBLE CARE IS TAKEN IN THE PREPARATION OF APPETIZING FOOD AT THE RITZ.

\$1.00 TIFFINS

SERVICE—CLEANLINESS

TEL. C. 2336

THE RITZ

FORBIDDEN THINGS.

SOME THOUGHTS ON PROHIBITION.

Every sane man abominates that breach of good manners which is drunkenness. Intoxication means literally poisoning, toxicum being the Latin word for the stuff in which arrows were dipped. But a man may poison himself with strychnine, a drug which saves many lives as perhaps any other in the pharmacopoeia. It all depends upon the amount. Whence one might lay it down, that the moderate use of poison is good, and the immoderate use evil.

My dictionary writes James Agate in the *Daily Chronicle*, gives as secondary meaning to intoxication; "A high excitement of mind; an elation which rises to enthusiasm, frenzy, or madness." Whence you might say of a person suspected of being tipsy that he had "had a couple," that he was "a bit on," or that he was drunk in the full police-court sense of the word. Even the mildest interpretation implies a quicker pulse and a state of mind above the normal. Mr. Shaw even goes so far as to declare that he could detect in any page of Jane Austen the point at which that abstemious lady had indulged in a cup of tea!

Mrs. Jones, the charwoman in Mr. Galworthy's play of "The Silver Box" puts the case succinctly when she reiterates of her drunken husband that "He was not himself." Mr. Jones, we must believe, was on these occasions literally in ecstasy; which word the dictionary again tells me means the state of being rapt out of one's self. But a man who is beside himself ceases to be man; he may either be god or devil.

Now the gist and point of Prohibition is that to save ourselves from the devil we must deny ourselves the god! This seems to me to be as though one should decree black to be an ugly colour—and, to ensure a world of harmless drab, decide to forgo the joys of scarlet and purple! Or deny ourselves the splendour of the sun that we may bask in gloomy night! Or do away with birth that we may never know death!

Shakespeare talks somewhere of "the poet's eye in a fine frenzy rolling," and I would be prepared to maintain that all the finest achievements of the human mind have been conceived in a mood of ecstasy, though execution must be carried out when he who is inspired becomes "himself" again. There are many men who can be both great and good; but there are also a not inconsiderable number who carry their ecstasy from their work into their private lives. Wagner was unfaithful to his wife

as Mr. Jones was to the charwoman. But would the world have been richer if that genius had devoted his energies to keeping true to Cosima instead of writing "Tristan?" The faith of the Jesuits allowed them to do a little evil that good might result; the creed of the Prohibitionist preaches that to ensure the absence of evil we may do away with good.

Because steeplejacks occasionally fall from chimneys, shall vases remain awry? Because the masthead is giddy and precarious, shall sailors not mount the rigging? Because railway accidents have happened, must Euston and St. Pancras be closed? Because battles have been lost, shall brutal and vainglorious nations be allowed to ride roughshod over the world? Because of anthrax, shall we abandon wool and go back to woad? Because one negro, whose nature is vicious, becomes, through contact with white races, ten times more dangerous to society, shall the Gospel be no more preached to the heathen? Because husbands and wives are sometimes unfaithful, shall the sexes not take each other in marriage? Because children may come to know disease, misery and want, shall none be born? Because death is the end of life, why should we not cut our throats with all convenient despatch?

But my gravest objection to Prohibition is that it limits man's responsibility. What credit can I claim for not being a forger if I have never learned to write, or for refraining from thieving if I have no inclination to steal? His mother's apron strings are excellent for the growing child, but we have authority for knowing that the time comes when he must renounce even these best of safeguards.

SHANGHAI'S DEATH RATE.

LOWEST FOR FIVE YEARS.

The foreign death rate in Shanghai last year decreased to 16.4 per thousand, as against 17.1 in 1924 and 17.2 in 1923, according to the annual report of the Commissioner of Public Health. This was the lowest within the last five years. This, however, is higher than it should be, for a large number of deaths were caused by such preventable diseases as smallpox, cholera, dysentery and typhoid fever.

Of the deaths among foreigners, 60.6 per cent. occurred among Asiatics other than Chinese, compared with 62.7 per cent. in 1924. Acute communicable diseases (excluding venereal) were responsible for 42.7 per cent. of the whole number, against 44 per cent. in the previous year. Of the deaths recorded in this class 46.8 per cent. occurred among Japanese subjects.

It is a regrettable fact that a large number of foreign deaths were caused by acute communicable diseases most easily prevented, namely, smallpox, cholera, and typhoid fever, indicating grave neglect of the simple rules for the protection of health which have been constantly placed before the Shanghai public during the past twenty years.

Regarding Chinese the report states: Altogether 8,936 deaths were reported, compared with 9,239 in the previous year. Taking the census returns as a basis for calculation (eliminating the population in ships and boats), the death rate is 11.2, the same as for 1924. The death rate was highest in the Eastern District (16.6 a thousand), where poverty is most acute.

Communicable diseases, including pneumonia and the unclassified diarrhoeas, caused 24 per cent. of the total number of deaths. Classification of the deaths from communicable disease shows that 14 per cent. were caused by the respiratory and 10 per cent. by the alimentary group of these diseases. The deaths of infants (one year and under) showed an appreciable reduction on the 1924 figures; 12.9 per cent. of the total, compared with 15.4 per cent. in the previous year. The deaths of adults of 50 years and over were 32.2 per cent. of the whole, compared with 31.6 per cent. in 1924.

The 2nd. (St. Andrew's) Troop of Boy Scouts are holding their annual display of Scoutcraft and Scouting Games in St. Andrew's Church Hall at 8.30 p.m. on Monday. The grounds will be specially decorated and illuminated for the occasion.

I would close no gambling hells because some wretched clerk may rob the petty cash. I would forbid no night clubs because the half-wit may befuddle even that half which he hath. And this because I hold that by lessening evil opportunity you are diminishing man's virtue in control, and, therefore, decreasing the moral stature of man.

On the other hand, I would make the law about drunkenness at once more lenient and more severe. The drunk who is merely incapable should go free; he punishes himself next morning. But the drunk who is quarrelsome and a nuisance should serve seven days without the option, and in the case of a gentleman fourteen days. The drunken husband who beats his wife should for the first offence be given one stroke of the cat, for the second two strokes, and at the twentieth lose the hand wherewith he beats her. After that, the other hand, then both feet, and last the lethal chamber. I would sentence the drunken motorist who ran over a child to 10 years' imprisonment if a poor man, and if a rich one to the same sentence plus an annual payment to the parents of such sums as that child might have been supposed to earn if he had been spared.

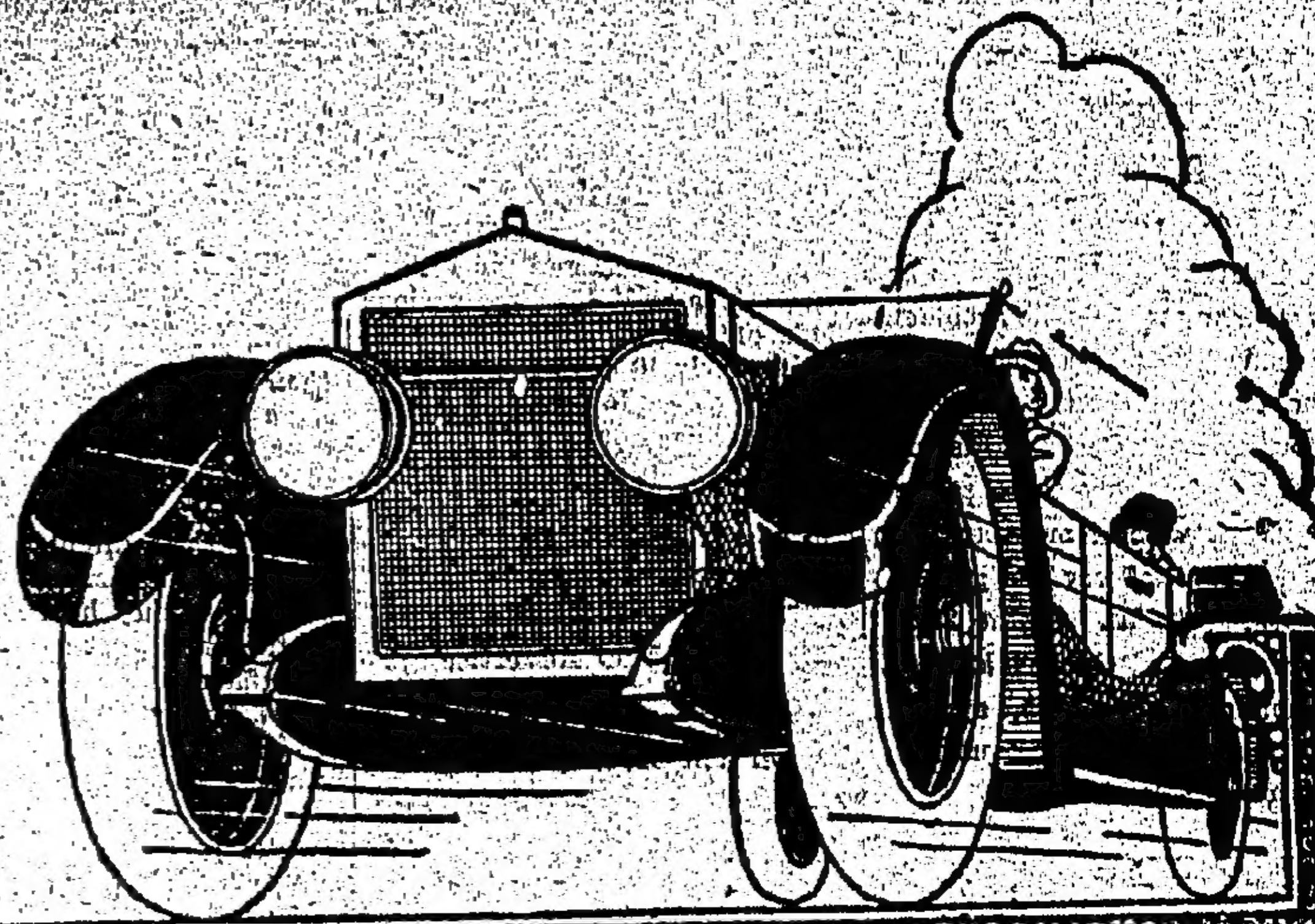
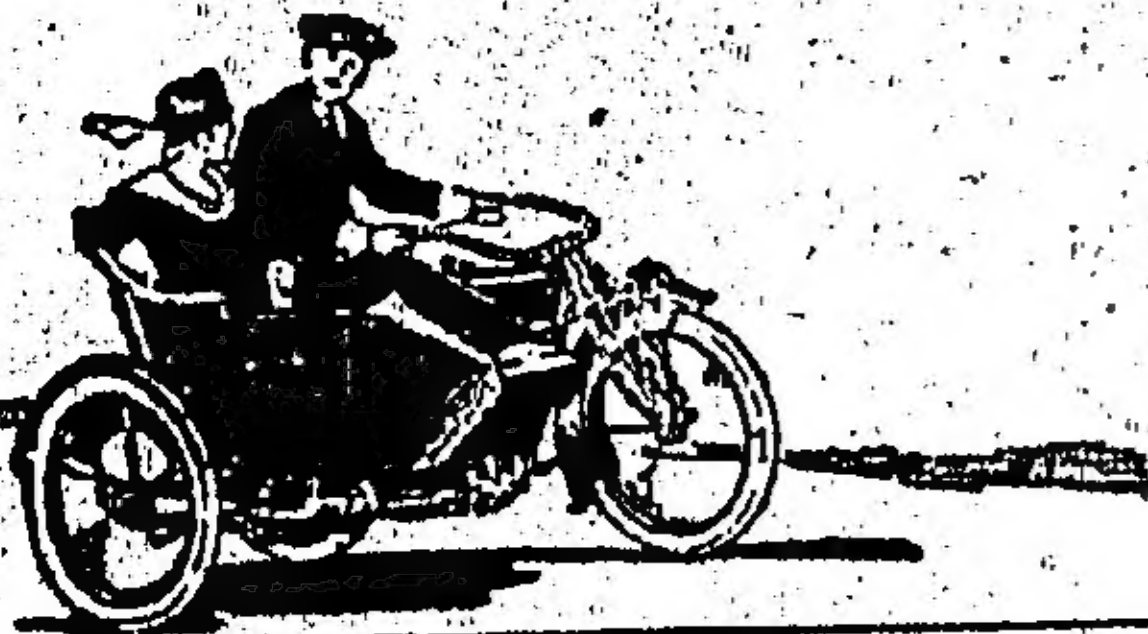
But I am a good citizen. If the community as a whole desire Prohibition, then let us have Prohibition, and let messieurs the bootleggers begin. Only let us accept denial with our eyes open, and knowing that where there is greater safety there is also lesser glory. Let us agree to read "ginger-pop" wherever Shakespeare mentions sack. And let us teach our children that the diet of the gods consisted solely of ambrosia. Let them not fear of nectar.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 3rd April, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Kowloon Buses.

We sometimes wonder how many of the buses plying for passenger service on the Peninsula, would pass an inspection for licensed vehicles at Home? It is scarcely to be wondered at that such occurrences as wheels falling off are by no means uncommon, for one has only to take a ride in some of the more decrepit of Kowloon's buses to marvel that such a state of affairs is allowed to exist. If there is any inspection at all (and we are told that there really is) it must be very limited in extent.

Qualified Inspectors.

In the interest of public safety, it is surely time that inspectors were appointed whose sole duty it would be to make frequent inspections of public hire vehicles, thus ensuring that the travelling public is provided with, firstly, safe, and, secondly, clean and comfortable transport service. At present too much work devolves upon one man.

Irresponsible Cyclists.

The motoring public will have taken appreciative notice of recent police activity against those irresponsible juvenile cyclists, who revel in performing the most absurd evolutions to the danger of themselves, and even in a greater degree, to the danger of motorists. If the first moderate fine does not prove a deterrent, we trust that the magisterial disapproval in the cases of second offenders will be shown in unmistakable manner.

Deferred Payment.

In a recent trade report we noticed that seventy-six per cent. of all motor cars in America are sold on the deferred payment plan. This fact has brought forth much discussion of the buying of automobiles on credit. There are two questions only to be considered: Is the credit plan a good one for the buyer? And is the system a good one for the seller?

Fair to Both.

From the standpoint of the seller, the credit plan represents good business if the car is always worth more than the unpaid balance and if credit sales

will result in an increased volume of business. A significant fact also in any consideration of the plan from the seller's standpoint is that the repossession of cars sold on time payments in the U. S. A. amounts for the whole industry to only one and a half per cent. If the purchaser of a car has a good and sufficient reason for buying it, then it is good business for him to pay for it out of income rather than out of capital.

Medium of Exchange.

Money is only a medium of exchange. It is the same as capital, and ability is part of capital. Ability to earn money, being a part of the capital of an individual, may be used as security for the borrowing of money just exactly the same as his stock is used by a merchant as collateral for the borrowing of cash. From 80 to 90 per cent. of the business of the U. S. A. (according to the report under review) is conducted on credit. A railway does not hesitate to buy a locomotive on time, neither does a manufacturer worry about buying machinery, tools or supplies on credit. The business of a village, city, township, county, state or nation is done almost entirely on a time payment plan.

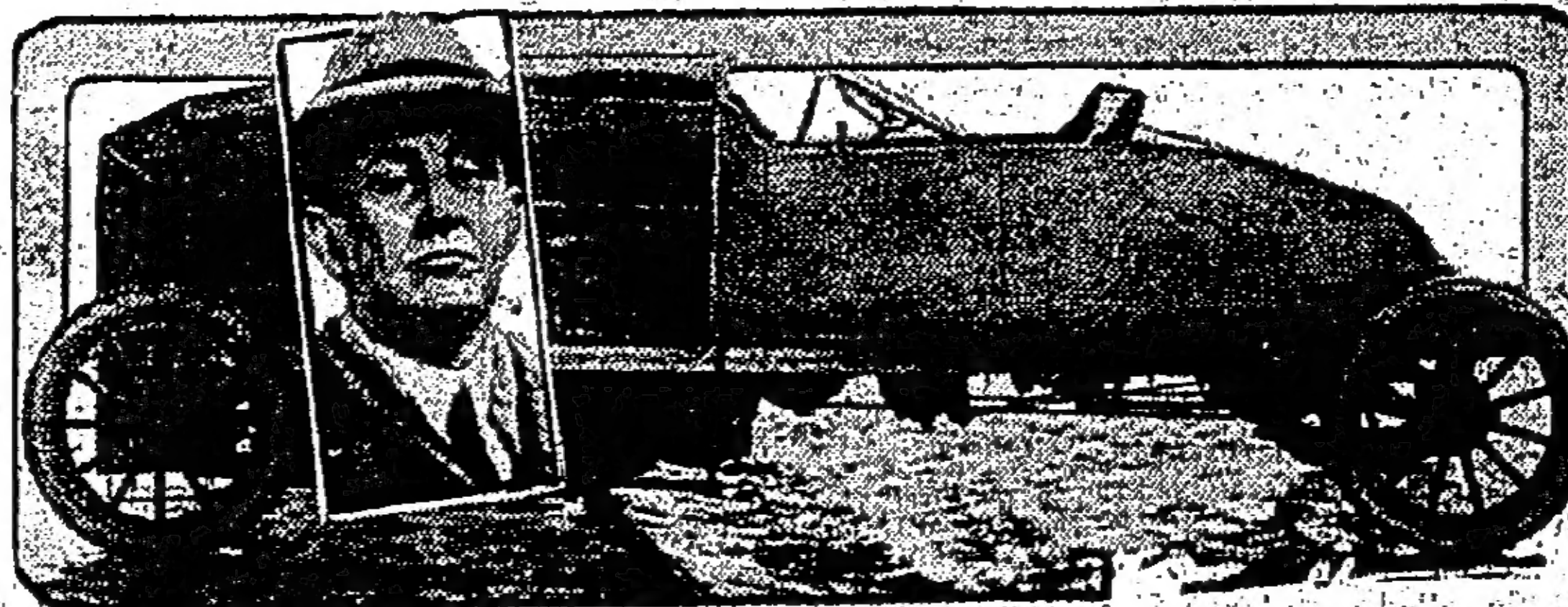
Necessities or Luxuries.

If the motor car were a luxury and not a necessity there might be good reason against its purchase on credit, but there is a broad line of distinction between buying necessities on the installment plan and purchasing luxuries in this manner. One very big thing is that the deferred plan permits more people to buy cars of the best type which will run for years and give a maximum of economical transportation with a minimum of depreciation, the greatest cost of owning an automobile.

BETTER AUTO SERVICE.

More efficient automobile service stations, with lower charges to the consumer, were predicted by leaders of the auto industry at the Second World Motor Transport Congress.

PERPETUAL MOTION?



Lee Barton Williams, a Pittsburg inventor, and the automobile which he has perfected that operates by air. The auto starts now by means of a small gasoline motor, but when it attains a speed of 10 miles an hour the air starts to work and the motor is shut off. The air-propelled vehicle is said to have attained a speed of 62 miles an hour in its initial test at Pittsburg. The principle on which the air motor functions is the utilization of the rush of air which a car meets while in motion. Williams has contrived a fan which occupies the engine space in his car. This fan is composed of four scoop-shaped blades which provide air power to run a powerful turbine engine.

TIMELY WARNING.

GARAGE PERILS.

These are the days when motorists who have garages back of their homes love to tinker around their cars. A timely warning is issued to these amateur mechanics who don't understand the perils attendant on garage work by the U. S. National Safety Council, which calls attention to some of the hazards to be avoided. "It is necessary to impress upon people working around garages that matches, cigars, cigarettes and other open flames should be kept away from gasoline, oil-soaked rags and clothing.

"In drawing or pouring gasoline from one container to another, static electric sparks may be developed. It is advisable always to keep the two containers in contact with each other, or to attach a chain to the pouring container.

"For garage use a good fire extinguisher is one of the foam type. Never use water on a gasoline or oil fire, as it will spread the flames.

"The drip pan, side pans and car in general should be kept clean and free from excessive oil. If present, excessive oil may do much to spread the flames in case of fire.

"If extension cords are used for portable electric lights, it is necessary to guard against electric shock and fires resulting from electric causes.

"When it is necessary to jack up the car and get underneath, be sure that the car is held up securely. Be especially careful if any of the wheels have been removed. If the support should give way the car may fall and crush you."

CORRESPONDENCE.

Sir,—I should like to point out that the remarks made at the Annual Meeting of the H.K.A.A. regarding the difficulty in obtaining repair service at any hour of the day or night, do not apply to the business which I operate at Kowloon. It has been my practice to hold in readiness a breakdown outfit at any hour of the day or night, and doubtless many motorists will substantiate this statement. Whether for car or cycle, a telephone call will always bring an efficient breakdown gang to any part of the mainland with suitable towing or haulage equipment.

Thanking you to insert this,—Yours etc.

C. H. DODSON,
Kowloon Motor Car and Cycle Exchange,
Hongkong, March 30th.

STATE INSURANCE.

IN FAVOUR IN U.S.A.

Signs point more definitely than ever to the ultimate adoption of compulsory automobile liability insurance throughout the United States.

New York, New Hampshire and New Jersey are the three latest states to take this up for legislation and there is great promise of its being adopted this year. Other states in the west and middle west have considered the same proposal.

New Hampshire has gone so far as to submit a compulsory insurance bill to the state supreme court to determine its constitutionality. The report has come back that it is valid so long as it doesn't divide tourists into various classes. And since it doesn't, there's good probability that the bill will go through.

New York is considering a similar bill, introduced by State Senator Nathan Straus Jr., son of the well-known philanthropist. And in New Jersey, Assemblyman Albert Comstock has proposed a bill that would compel motorists to take out insurance up to \$10,000 for injury or death of others and \$1,000 for property damage, or file a bond to cover these amounts.

The great difficulty in all this compulsory insurance matter is the question whether the insurance is to be afforded by the state or by private companies.

KILL-JOY TAX.

PLEASURES OF TOURING IN A POWERFUL CAR.

By Capt. E. de Normanville in
The Daily Chronicle.

When dealing with the question of the unjust taxation system under which we labour in this country, one usually stresses the major points of its harmful effect on industry, and its injustice. After a week's touring round the country on a powerful car, I came back with another very definite objection.

In these days the motor-car is essentially a utility article, but when one has a long journey to make there can be pleasure—or duty—in the actual driving of the car. My long tour on a powerful car served to bring home to me how much "pleasure" we also have to sacrifice in bowing down to the ridiculous taxation scheme we now have.

The degree of pleasure in handling a car depends on the suitability of the car for the purpose in hand. Thus for town driving a comfortable 12 h.p. car is much as pleasurable to handle as a comfortable 20 h.p. car. But for touring conditions the circumstances are entirely different.

Export Progress.

On a long journey the "feel" of a car with an adequate reserve of power is entirely different from the popular taxation-dictated 11.5 h.p. class. You get an excellent average speed, and sweep up hills in a manner quite unknown to the best of the moderate-powered vehicles; and, all the time the engine is well within its maximum.

Yet on my return from such a tour on one of the new 20 h.p. Daimlers (a really wonderful car) I found we had averaged an honest 20 m.p.g. With petrol at its present reasonable price, most motorists would not consider that excessive for the joy of handling such a power unit.

In the course of my trip I visited about a dozen leading motor-car manufacturers. Amongst other things I was gathering information about the present development of our export trade. And you will be glad to hear that excellent progress is being made.

I then asked: "What is the chief obstacle in the way of further export trade?" And in nearly every case the reply was, "Our present taxation system. These

HIGH SPEED ROADS.

TRAFFIC PROBLEM.

Sidewalks and roadways will be separated by high fences, and a few main streets will be divided into lanes to speed up vehicle traffic, according to predictions of Mr. Ernest P. Goodrich, New York city consulting engineer.

"The roadways must be divided into traffic lanes," explains Goodrich, "and leave the main roadway at points approximately one mile apart."

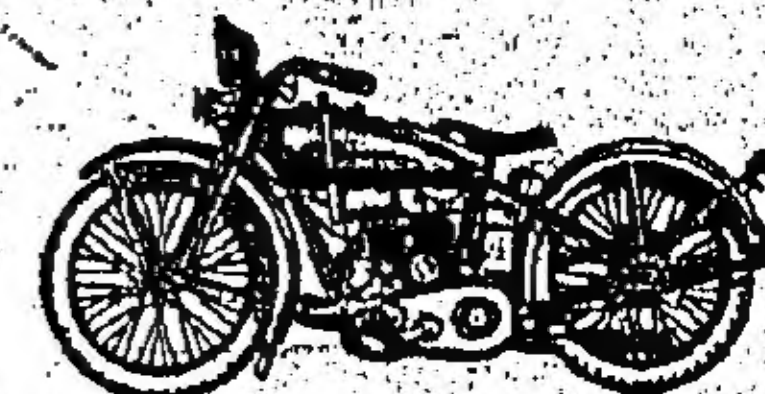
"Only a few such high-speed thoroughfares need to be provided, as relatively few vehicles within any city will go distances sufficiently great to make it worth while to enter upon high-speed traffic way."

Mr. Goodrich believes that the way to solve traffic difficulties is to keep pedestrians from walking across the roadway and to arrange highways over which autos can travel with such speed as to do away with traffic tieups.

STREET GIVES WAY.



This is not a movie stunt, although it did happen in Los Angeles. A street in that city gave way beneath a giant five-ton truck. The truck was rolling along about 20 miles an hour at the time of the accident. The driver escaped with slight injuries.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE
THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

Do you think that aside from brand names, all lubricants are pretty much alike?

An easy way to disabuse your mind of this impression is to talk with a user of Gargoyle Mobiloil.

Open the subject and you will soon find that you have encountered an enthusiast—a man who knows there is a difference.

It is true, there is a difference—a difference very definitely in favour of Gargoyle Mobiloil.

It is due to the fact that Gargoyle Mobiloil is not a by-product in the manufacture of gasoline and kerosene. The crude oil from which Gargoyle Mobiloil is made, is the best obtainable—from a lubricating value standpoint. We care little about the gasoline and kerosene content of crude oil because we specialize in the manufacture of Quality Lubricants, and realize the impossibility of producing a Quality Product from the residue left after gasoline and kerosene have been extracted.

You may think that the lubricant you are using is giving satisfaction. The engine may appear to be functioning satisfactorily. It is after the engine has pulled your car a few thousand miles that avoidable trouble starts. Trouble costs you money—always more than the few cents you have saved on the cost of lubricating oil.

Use the Correct Grade of Gargoyle Mobiloil and avoid unnecessary, often expensive repairs. Get the maximum of power from your engine. Add years of service to your investment.

VACUUM OIL CO.

LIGHTER MOTORCYCLES.

small engines are not as suitable for overseas markets as they are for this country.

In the Cape to Cairo trip just concluded by Major Court Trevelyan, the K.L.G. plugs ran without being touched from the time they were put in—a highly creditable performance.

The present trend towards lighter motorcycles, which began to be noticed two years ago, has been marked at exhibits this year. The lighter machines enjoy a greater popularity than the heavier ones.

CARELESS PEDESTRIANS.

Pedestrians are responsible for a great many automobile accidents. Too many joy-walkers rumble about without restraint, crossing thorough-fares where it is not convenient for them to do so, getting in the way of motorists who have the right-of-way and generally blocking traffic. Of the 21,000 men, women and children killed by automobiles during 1925, approximately three-fourths of them were pedestrians.

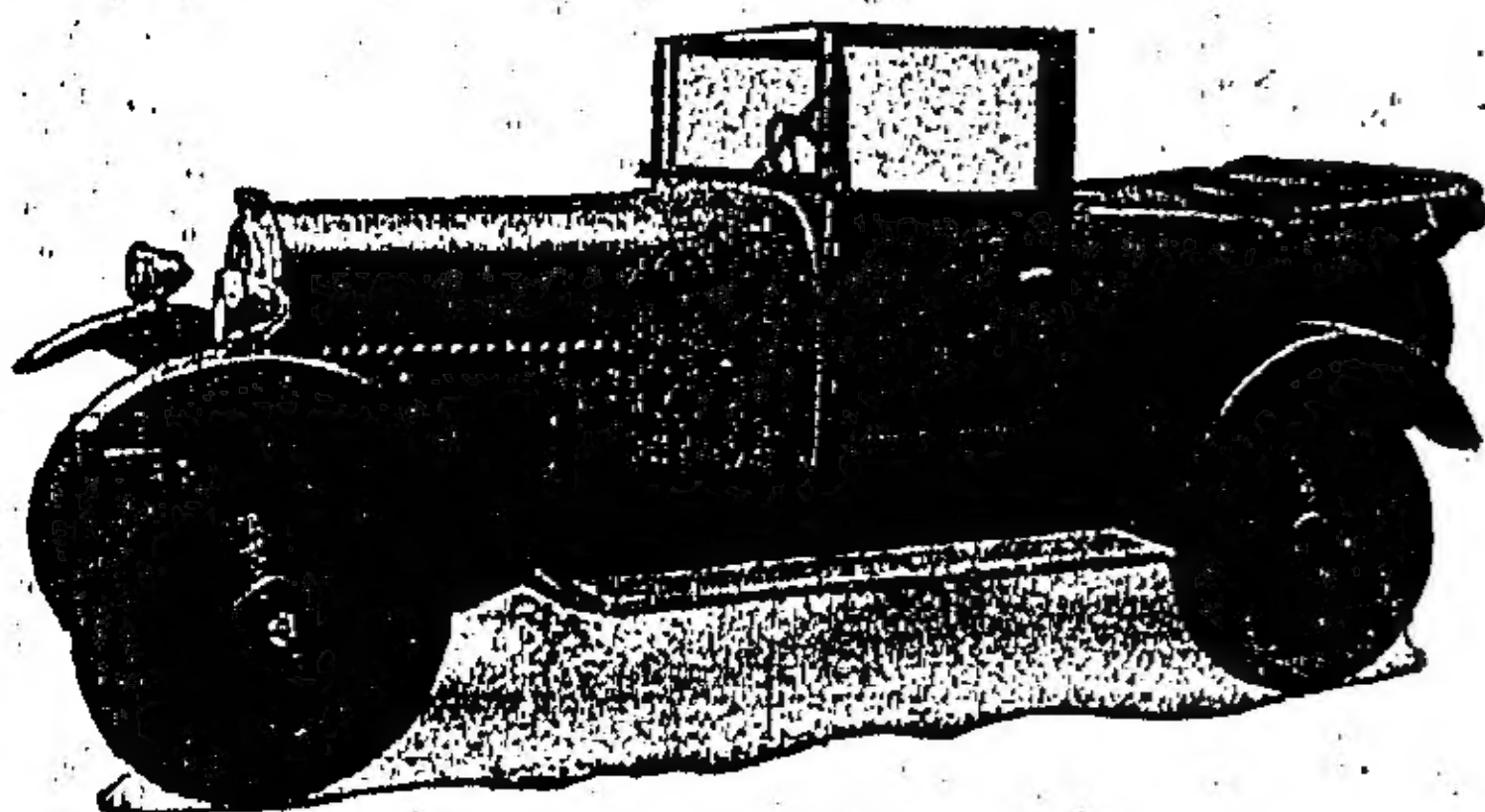
AUTOS HELP RAILROADS.

Statisticians find that it would take all the passenger and freight locomotives and all of the various kinds of freight cars of the railroads nearly 10 days to handle all of the year's auto freight business at one time. During 1925 more than 3,000,000 carloads of freight were induced by the manufacture and use of motor cars.

Before You Advertise
COUNT THE "TELEGRAPHS."
On The Kowloon Ferry

G. W. K.

THE EASIEST CAR TO DRIVE



"Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:-

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

THE LIGHTING PUZZLE.

BAFFLING GLARE PROBLEMS.

(Special Report to The Hongkong Telegraph by Israel Klein.)

Glaring headlights have taken the joy out of night motoring for so many years that engineers have finally decided to concentrate their attention on this subject. In the past, good lighting and glare have been inseparable. Experts are now trying to devise a way to take the glare out of headlights and still have enough illumination to insure safe night driving.

Glaring headlights have been causing motorists no end of bother, but they have been giving lighting engineers and state highway officials even more trouble.

The problem itself is simple: Take the glare out of the headlights.

But the hitch to that is the counter proposal: Keep the illumination high enough for safety on dark highways.

Both propositions clash. Attempts have been made to reduce glare from headlights, but almost invariably the illumination of the road ahead suffered proportionately.

Now members of the Society of Automotive Engineers and of the Illuminating Engineering Society are putting their heads together in an effort to find some sort of compromise.

Can't Eliminate Glare.

The immensity of such a task may be gleaned from some of the difficulties in the way of headlight engineers.

One outstanding objection to the present type of non-glare headlights is the fact that roads are not all level. Another is the springy action of cars that cause even the so-called non-glare lamps to strike the eyes of oncoming drivers.

But with rough, hilly and curving roads, and with the necessity of springs on our cars, the non-glare headlights of to-day glare despite themselves. So some other means of headlighting is wanted.

Downward tilting lights have been suggested and have even been made part equipment on some cars. But a tilting light is even more objectionable than the straight non-glare light that is supposed to keep its beams below the horizontal.

Tilting lights cause excessive

illumination of the roadway directly in front of the car, but offer insufficient illumination far enough ahead to allow driving at a reasonable speed.

A recent meeting of the Society of Automotive Engineers pointed out some directions that lighting experts may follow in their effort to arrive at the best form of headlighting possible.

Many Ways Out.

Practically every suggestion made at this meeting, however, has some objectionable feature. Perhaps by study of all ideas, some efficient compromise may be obtained. The suggestions, and some objections, are:

1. Putting maximum values on supposed non-glare lights deflected below the horizontal—which doesn't consider the contour of roads and the springiness of cars.

2. Enforcing diffused lighting on vehicles of moderate speed—which would give officials quite arbitrary power.

3. Mounting headlights unsymmetrically, as is suggested by the use of spotlights, or "courtesy" lights. This would detract from the appearance of the car.

4. Using only a strong right headlight and only a marker light for the left side, in traffic, or while cars are passing. This would require regular dimming equipment, and a measure of courtesy from the 15,000,000 drivers of the country.

From Horse Days.

5. Use of a powerful light underneath or at the front axle to illuminate the roadway practically horizontally, just as oil lamps used to furnish lights for horsedrawn trucks. But here again the grades, whether up or down hill, would not get the needed illumination.

6. Use of a shade or coloured glass on the windshield to lessen glare from approaching cars, so that heavy headlights may be permissible.

7. Use of frosted bulbs. These, however, aren't half as powerful as the unfrosted type and do not end the glare problem.

All improvements depend on the human eye, which still has to be studied in its relationship to night automobile lighting. Research into the human, as well as the mechanical factor of the entire problem has been suggested, and is to be taken up by both organizations interested, as well as by the U. S. Bureau of Standards and various state departments.

Use of spotlights to illuminate the road at a distance ahead of the regular headlight illumination isn't approved because the spotlight brings out only a small area in the road ahead. What is wanted is illumination of an area large enough for the driver to feel comfortably certain of safety in driving toward it.

ALCOHOL FUEL.

ANOTHER ANNOUNCEMENT.

Studies made following a demand during the war for more and better fuel supply have resulted in the discovery of a mixture of gasoline and anhydrous alcohol, said to be far more efficient than the modern fuel.

Announcement of this discovery is made by Dr. Milton C. Whitaker, head of the United States Industrial Alcohol Company, through the American Chemical Society.

Industrial, or denatured, alcohol is being used up mostly by the industries and can't be produced in sufficient quantities for motor use, says Dr. Whitaker. Research in this country resulted in a continuous process of distillation by yielding anhydrous alcohol, of almost 100 per cent grade, in large volume and at low cost.

This kind of alcohol, it was found, mixes readily with gasoline in any proportions, and raises the efficiency of the fuel to a high degree.

At present, however, the mixture would cost more than the gasoline alone, and while this condition exists, says Dr. Whitaker, there is no need for the mixture in auto engines. But an economic balance may come in the future when the price of gasoline will be high enough, and that of alcohol low enough, to make the mixture of both profitable.

Of a Distinguished Family



PACKARD

THE thrill of owning a motor car is passing.

Modern production has put the ordinary vehicle within the reach of multitudes.

However, the joy of owning a thoroughbred is greater than ever.

And who can view the Packard Eight—winner of beauty contests from Monte Carlo to Buenos Aires—from Biarritz to Baden Baden—without recognizing its right to international leadership in line and design.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

Always
a wise investment
NOW Better than ever before

Dodge Brothers, Inc., announced in January astonishingly new and lower prices. Important refinements in their product were also announced.

Always building an exceptional car, they are now building better than ever.

Better in many ways,—in beauty, comfort, driving vision, engine smoothness, snap, elasticity and get-away.

The simultaneous offering of lower prices and vital improvements was made possible by a ten million dollar (U. S. G.) expansion of buildings and equipment.

This additional investment has permitted great savings, through vastly increased volume and efficiency.

Part of these savings goes into further betterment of the car. The other part goes directly back to the buyer—in the form of substantial price reductions. Those who chose Dodge Brothers Motor Car in the past invested their money wisely.

Today they invest more wisely than ever before.

Touring Car - Sedan - Chassis
Screen Commercial Car

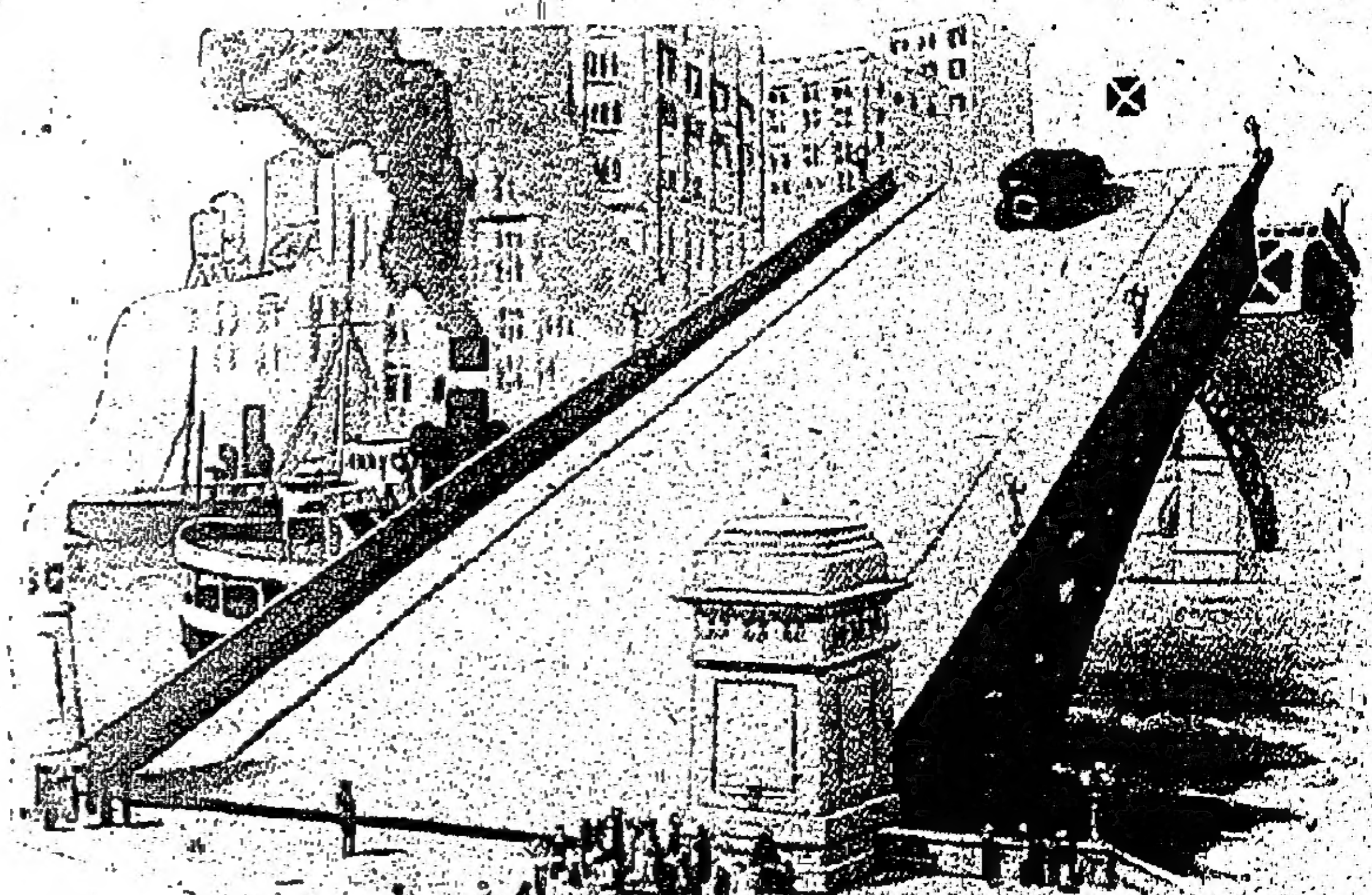
New Reduced Prices available
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DODGE BROTHERS, INC. DETROIT

The DRAGON MOTOR CAR Co., Ltd.

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HONGKONG

DODGE BROTHERS MOTOR CARS



Up a 12% Grade in high

Faced by a drawbridge, opened until its roadway presented to you a 12% grade, you would decide immediately that no car on earth could climb such a height in high. Railroad engineering limits its grades to 4%.

But the Better Buick, with its 75 horsepower Valve-in-Head engine, can stop dead still in front of a 12% grade—then start in high gear—and lift itself to the top—gaining speed all the way.

The Better Buick is a remarkable motor car. Its horsepower is only one of the many new features added to the Buick qualities you have known in the past. New reliability is assured by the "Triple Sealed Engine" (Air cleaner, gasoline filter and oil filter). New comfort is found in more spacious, more luxurious body interiors. New smartness is apparent in body profiles and Duco color combinations.

And Buick value leads the world. At its price, this better motor car is the year's most attractive motor car investment.

THE HONGKONG & KOWLOON TAXI
CAB COMPANY, LIMITED.

33-35, Des Voeux Road, Tel. C. 1030.

the Better Buick

THE BEST
START
IN
LIFE



FOR
YOUR
BABY



WOMEN'S INTERESTS



The shimmering costume in the large picture is of gold cloth, with gold-dotted scarf; the hat is a black Milan straw; the lower picture is a chiffon frock banded with baby fox.

TOO MUCH SLEEP.

Dietetic experts having discovered that we eat too much, another set of theorists are now making out that we over-indulge ourselves in sleep.

The maxim, "eight hours work, eight hours play, eight hours sleep, and eight hours pay," has fallen into desuetude, being replaced by the habit of sleeping nine, ten, and in some cases even eleven hours.

The alarming feature of this nightly sleep orgy is that it is found "in many instances that those who sleep most apparently have least mental and muscular activity during their waking state," and that some of the most active persons give least time to sleep.

The investigators say this may be explained by the fact that it is not so much how long we sleep that counts, but how "deep" we

FOR THE SHINGLED.

A new way with the shingle (says a writer in *Hairdressing Illustrated*) is to halve the hair across the middle of the head, from side to side. Bring the top half over to the front and curl the ends in a fringe, over the forehead. It looks quaint and amusing, and, if it suits, is decidedly fascinating.

In other words, the length of time we sleep is largely a habit, and by "sleeping faster" it might be possible for us to curtail the hours of unconsciousness very considerably.

Scientists having discovered that we eat too much, play too much, and sleep too much, many people are waiting with considerable anxiety for them to make a similar discovery with regard to work.



Mrs. Yvette Laurent, a member of the fashionable Parisian younger set, is one of those who set the pace in French fashion. Her gown attracts attention at the popular resorts.

PERFUME AND PERSONALITY.

What would the most beautiful woman be without perfume?

Yet how many confine themselves to the one scent they have always used?

A woman's character may to some extent be determined by the perfume she affects. Very seldom does a woman of fine taste or feeling affect thick, heavy scents, such as carnation, attar of rose, or one of the mysterious compounds labelled "from the Orient." Thin scents, like lilac, are much more suitable for Anglo-Saxon women, and it is best to leave musk, tuberose, and carnation to the languorous beauties of the harem. These are not for the fine, open-air type of woman so characteristic of modern Britain.

The woman who prefers the clean, old-fashioned lavender water to Eastern perfumes, usually possesses the rather thin fingered hand of the old English gentlewoman; one suspects that her hobby is gardening; that she is both a reader and a thinker.

On the other hand, it may not be safe to assume that she who uses heavy Eastern scents is languorous, lazy, or voluptuous. Probably, she has never given a thought to the choice of her perfume, but has bought it through reading some attractive advertisement, or on a friend's recommendation.

In a certain street in the native quarter of Tunis veiled ladies may be seen holding out their hands while some wise old scent-seller touches the warm skin with the stopper from one quaint bottle after another. Each is delicately sniffed at, then a choice is made; a tiny phial weighed, and the precious drops of perfume are sold by weight. Unfortunately, it is not possible to purchase perfume in this manner in England, although in Paris the method is copied.

A perfume should be selected as carefully as a new hat, and fashion should have nothing to do with the choice. Only a little should be used at a time, so that others are only vaguely aware of it.

In fact, every woman, if she chooses, can make the perfume she uses show some indication of her personality and character.

A HOME-MADE BACK PUFF.

One of these charming and useful long handled puffs should find a place on the dressing table of every girl. All those interested in such things realise that an article of this kind is rather expensive to buy, but they probably do not know how easy it is to make one at home for a very little cost.

First of all, buy a large kitchen wooden spoon, and cover it with a coat of white enamel, then, when it is dry, wind some narrow blue ribbon round the handle. The bowl of the spoon must now be padded with wadding, and this should be securely tied into place.

Next invest in a puff, either of swansdown or lambswool, a little larger than the padded end of the spoon. Fit this over the bowl, and sew firmly into position.

There are many ways of making such a puff more decorative, but the simplest way is the best, as it is so easily replaceable when it becomes too soiled for further use.

THIS WEEK'S RECIPE.

CHARTREUSE OF PEACHES.

One large tin of peaches, some small sponge cakes, one raspberry jelly square, some desiccated cocoanut. Cut the peaches in halves, and put half the number in a glass dish. Now put a layer of sliced sponge cakes on the peaches, then the remainder of the fruit, and pour the juice over.

Dissolve the jelly square, and when cold, pour in the contents of a tin of milk. Whip slightly to mix thoroughly, and pour it on the top of the peach mixture.

TIRED FACES.

To see a tired face is quite a frequent occurrence. There are often tired faces all around us, but frequently no one realises just what is the matter. We hear people say of a certain woman, "She is not looking herself to-day," or "She is growing passeé," and neither remark is correct. The truth is that she is suffering from a tired face.

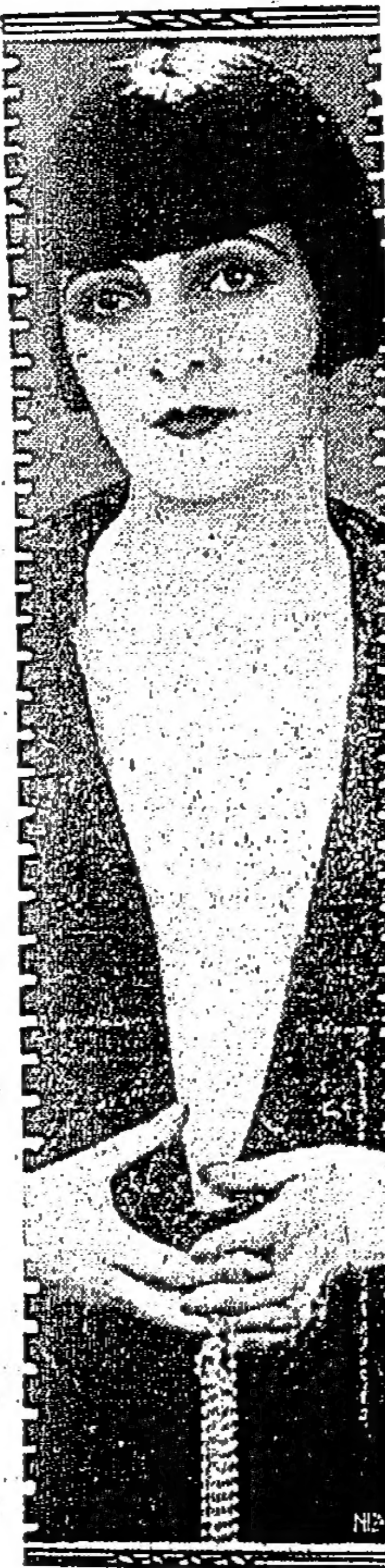
Just as your muscles grow tired and your feet ache through too much walking or standing, so your face can become fatigued, and unless you rest and soothe it, it will become permanently tired and old-looking.

The best treatment for a lined and tired face is a warm milk bath. Mix equal quantities of milk and hot water so that the mixture is comfortably warm. Dip a large piece of medicated cotton wool into the milk and water, and, keeping the eyes closed, bend the head over the basin and bathe the face for ten minutes. Then dry with a soft towel.

Smear a little good cold cream (or any other greasy kind you may prefer) over the face, carrying the cream well down over the jaws, and allow it to soak in for another ten minutes. If the eyes ache and look dull or blood-shot fold a handkerchief like a bandage, soak it in warm milk, and lay it over the closed eyes. Rest the head comfortably and leave the bandage on for about ten minutes.

After the cream has thoroughly soaked into the pores of the skin, wipe it off with a soft cloth, and dab the face over with eau de Cologne mixed with an equal quantity of rose or orange flower water. This lotion should be applied with a small pad of cotton wool and dabbed over the skin with a quick brisk movement.

In cases where the skin has become very tired and worn, if the treatment be given twice a week for two or three months, the result will be astonishing.



Liza de Putli, above, German film sensation, has just been signed to star in Paramount productions. And Andre Matton, called "Germany's Valentino," arrived in New York the other day to do leading roles for Carl Laemmle. There's no publicity yet as to how much they are to

COMING MODES.

Black patent leather as an embellishment for spring frocks is one of the many unusual and striking details of trimming that mark the new clothes as new. Motifs of birds, flowers, foliage and geometrical figures of patent leather are applied on colourful cloths, as for instance, rose red, lettuce green, French blue and grey, with results that are decidedly pleasing and effective. Collar or scarf ends, pockets, cuffs and belts are the sections of the dress thus trimmed.

The vogue of combining black with a colour, with the addition of metal or silk embroidery, grows apace and not without reason, since many lovely dresses are the result. An interesting import of this character was a long-waisted frock of black flat crepe, the skirt joined flatly at the front to give a broad panel effect, but rather generously gathered at the sides and back. The long waistline was stressed by a narrow band of green taffeta almost covered by embroidery in silver thread; a similar band trimmed the skirt edge and the wrist-length sleeves, as well as the edge of a shoulder yoke and high roll collar that were the finishing details of this smart, youthful frock.

Small decorative combs for bobbed hair are one of the latest innovations in hair ornaments. The combs are ornamental in character, the edges being trimmed with tiny millinery flowers in varied colours, and a favoured position for these combs is just over the ears.

The rather voluminous bishop-shaped sleeves of an otherwise untrimmed frock of grey flat crepe, recently noted, were heavily embroidered with varicoloured embroidery in floral design, producing an effect that was strikingly smart and distinctive. No other colour or trimming detracted from these unusual sleeves, but the straight lines of the one-piece frock were modishly broken by an applied flounce put on below the hipline and so cut that it rippled into a generous flare at each side seam, the front and back of this flounce being more straight than shape.



Dolores Costello

Hollywood, Feb. 25.—Warner Brothers studio will soon release an unusual little picture, "The Grifters," featuring the pretty Dolores Costello, daughter of the Maurice Costello, with a supporting cast of John Harron and one sucker too many.

DRESSES ABOVE THE KNEE.

Wonderful new dresses have been launched, novel in cut and colour and decoration—some of them even delightfully surprising—for the Deauville season, by well-known Paris couturiers. Two of those, which were most admired, were from the days of the Second Empire. They had great skirts made of intricate or-gandie ruffles and lace that billowed down to the ankles, if you please!

This sounds funny, when every body just now is wearing knee-

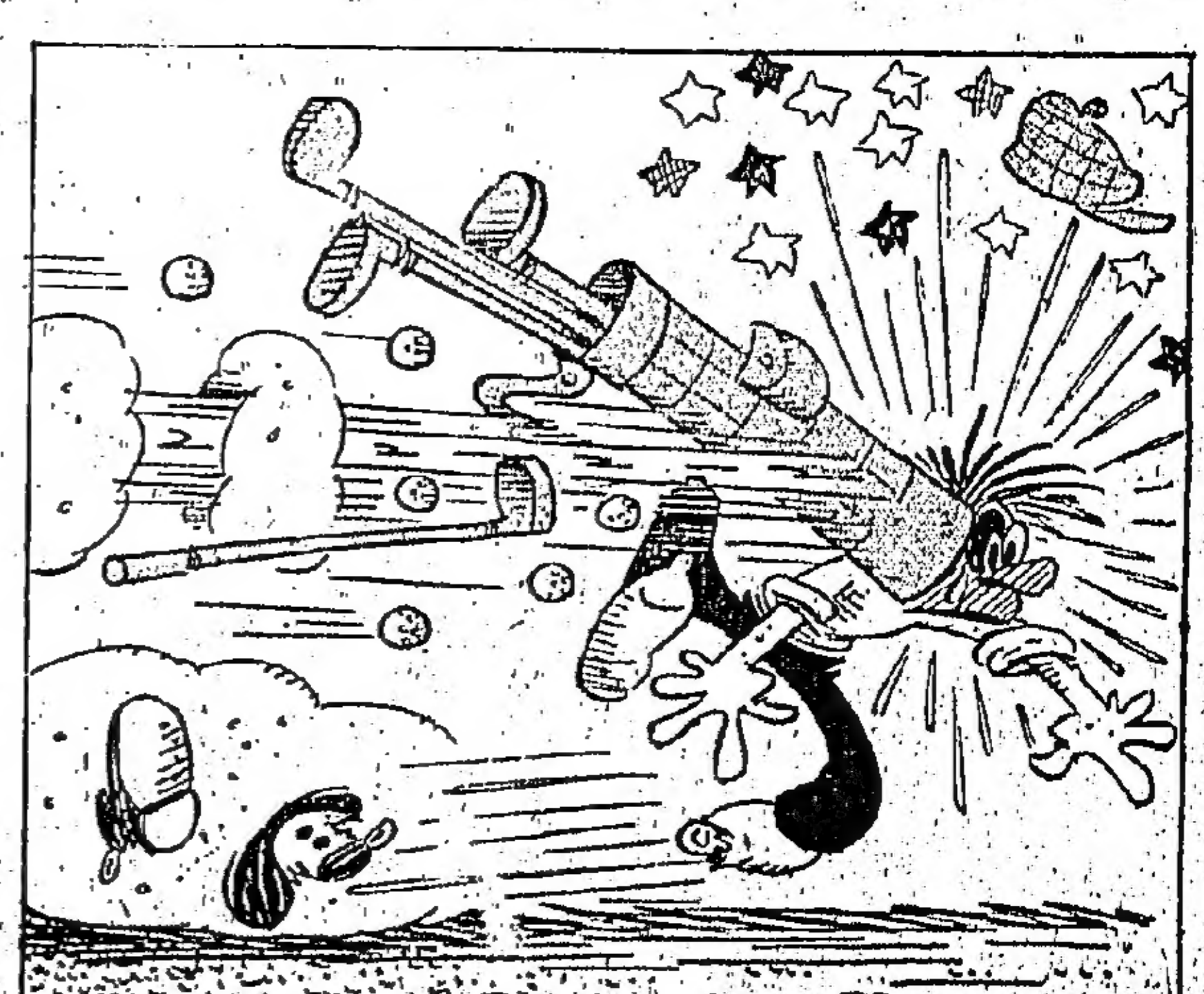
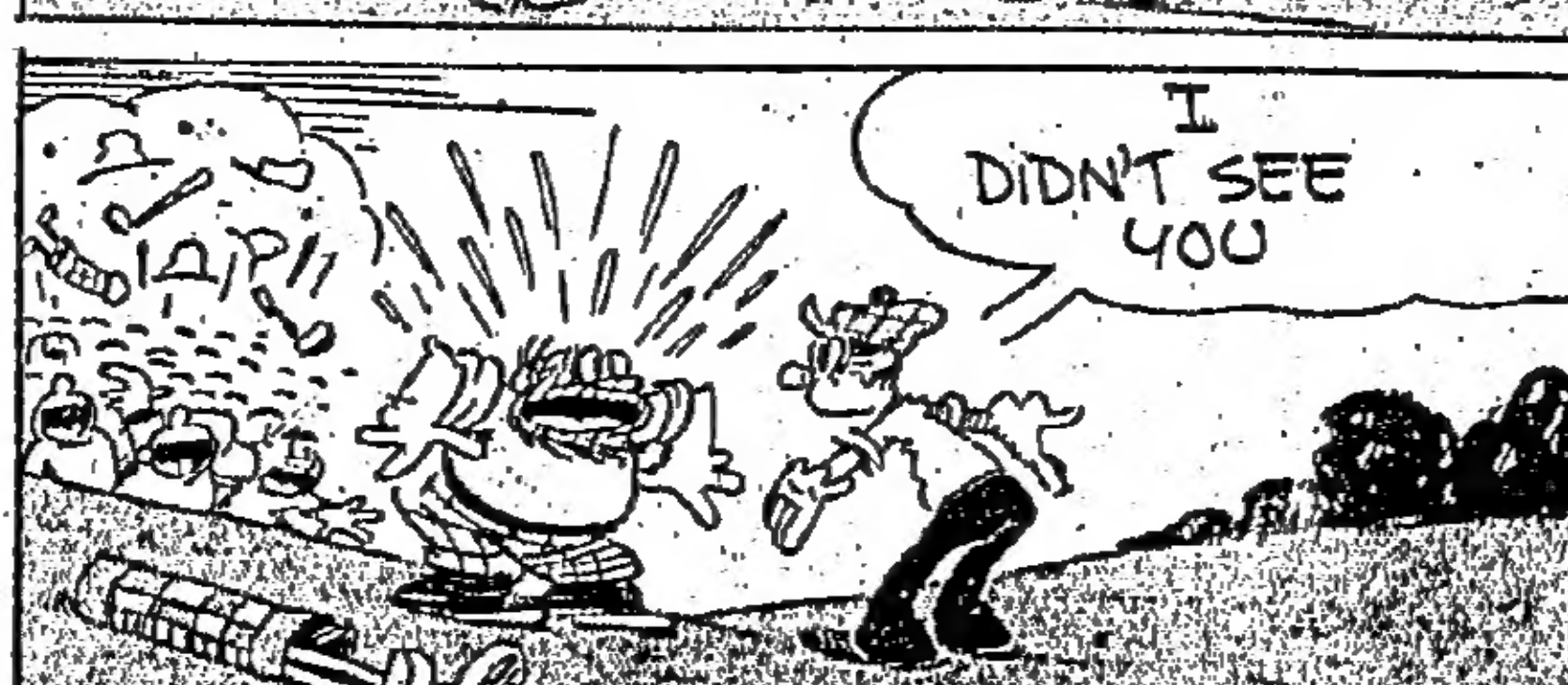
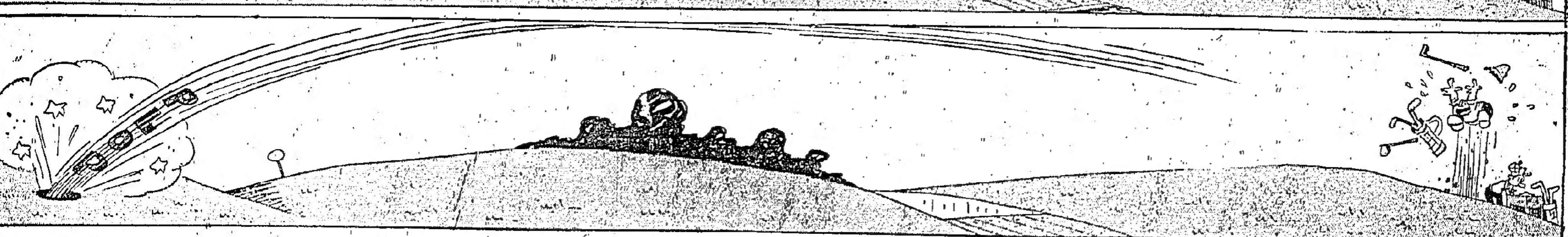
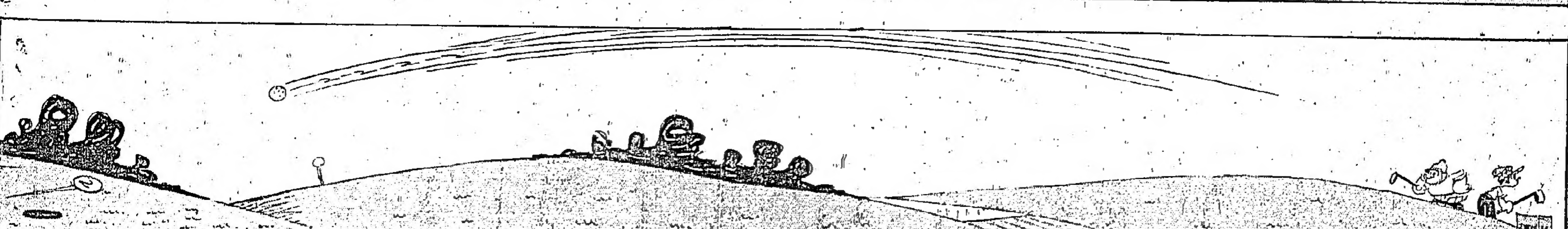
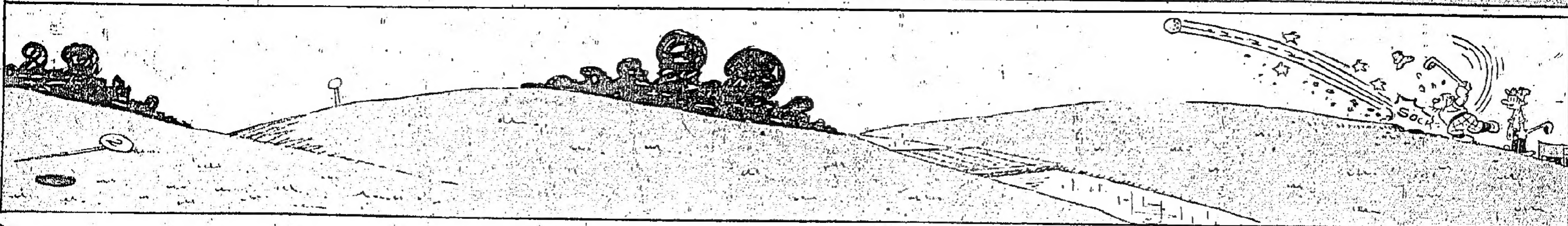
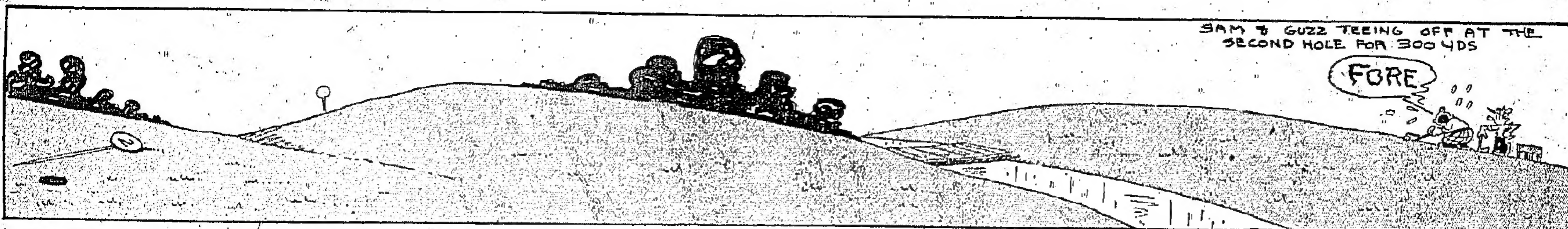
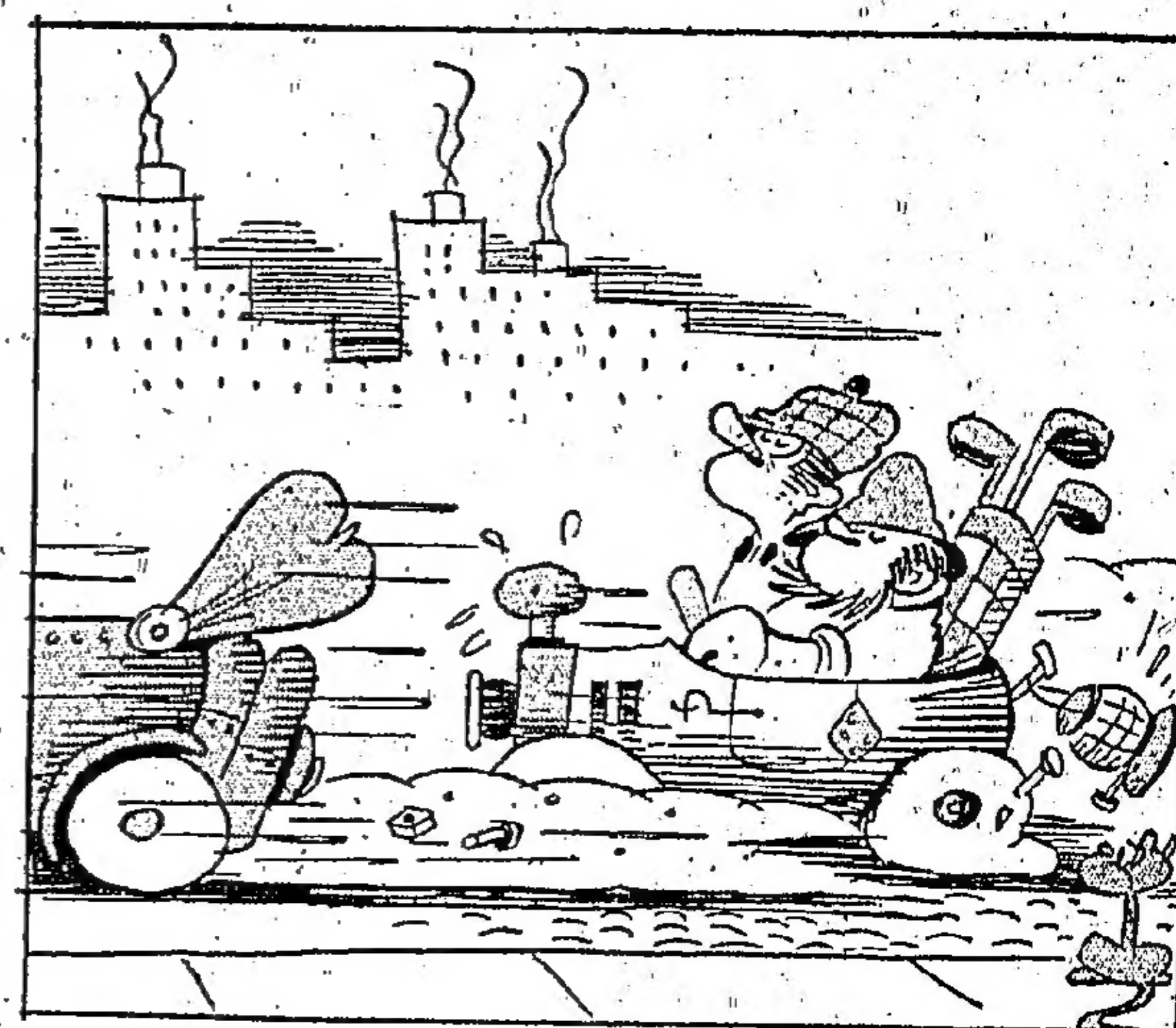
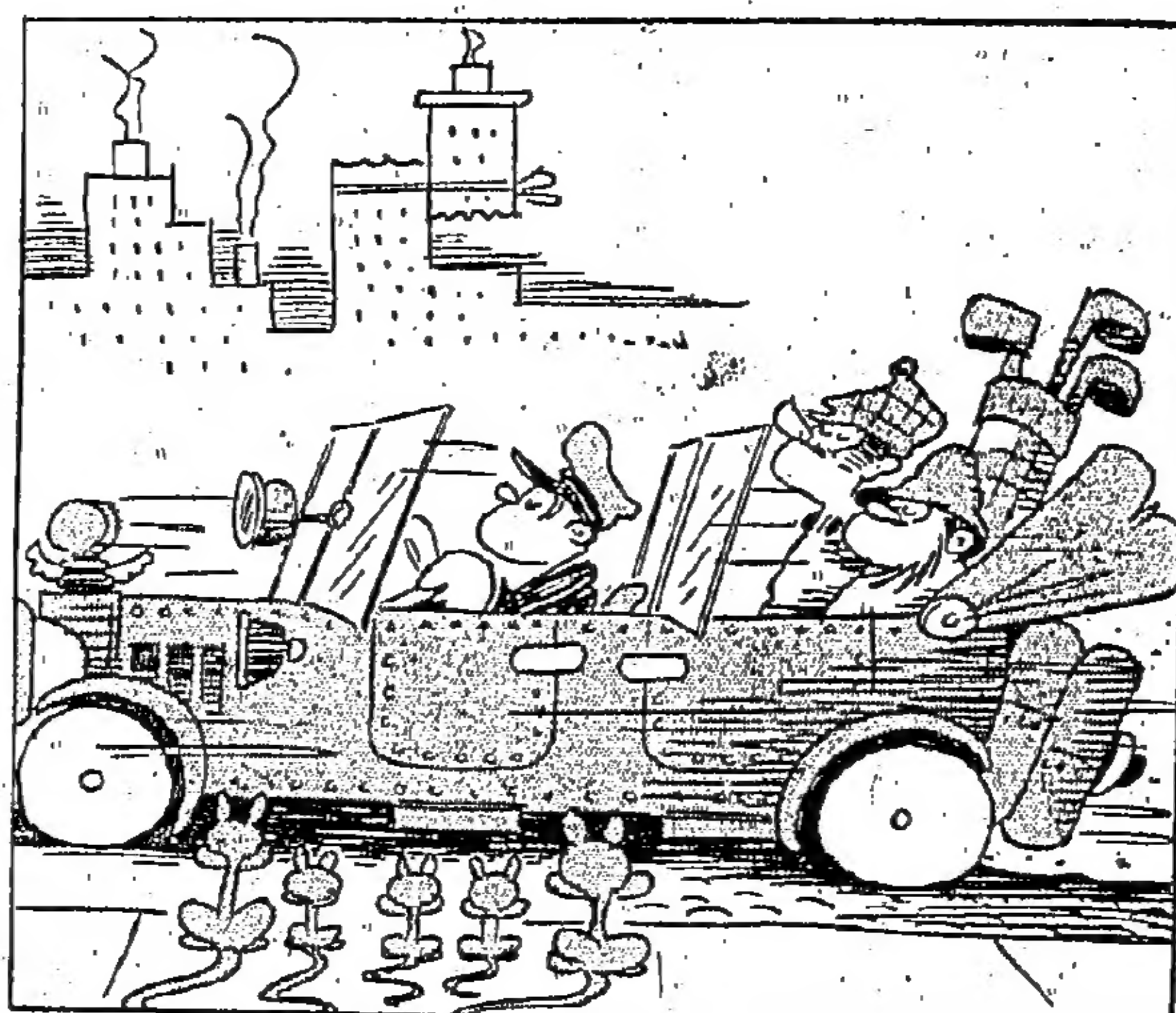
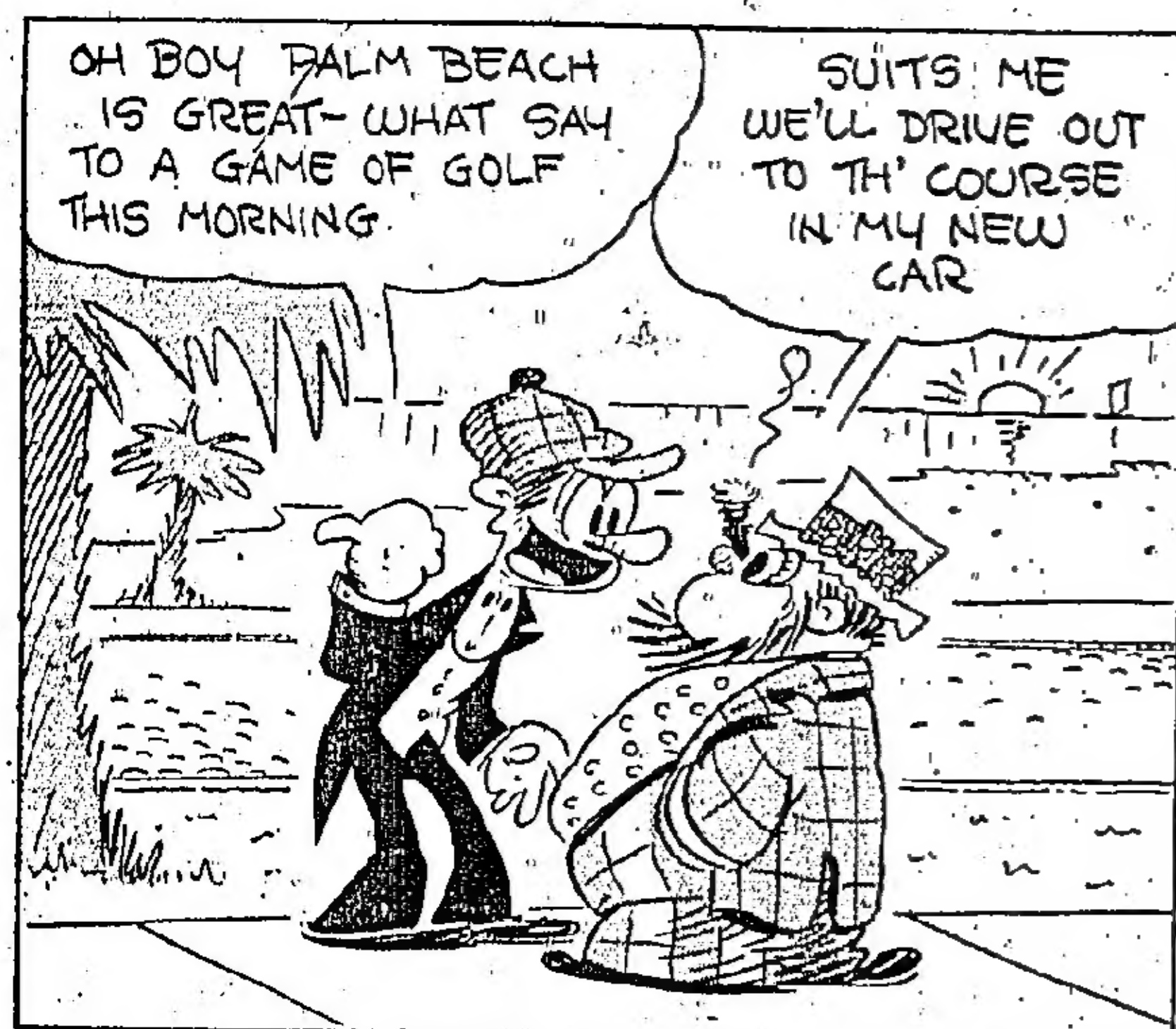
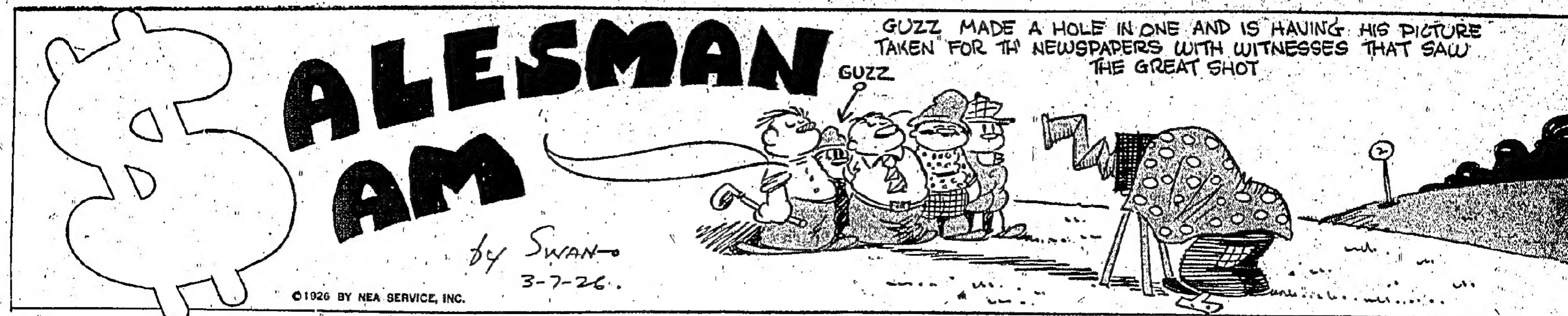
length skirts, and skirts above the knees.

Indeed, garters are becoming fashionable—marvellous garters of satin, and flowers and lace of ostrich feathers. To continue, these dresses were of colour now banished from the vocabulary of the modiste—simple pinks and simple lavenders!

But, on the other hand, there were many shortskirted sheath dress in vivid shades of yellow, opera-pink, and cyclamen to be seen in these Deauville collections, and with each of these little dresses, ankle bracelets are sold to be worn beneath chiffon hose, or above.



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Now modern dental science has found two new combatants.

Their action is to curdle film and then harmlessly remove it. They are embodied in a new type tooth paste called Pepsodent—a scientific method that is changing the tooth cleaning habits of some 50 different nations.

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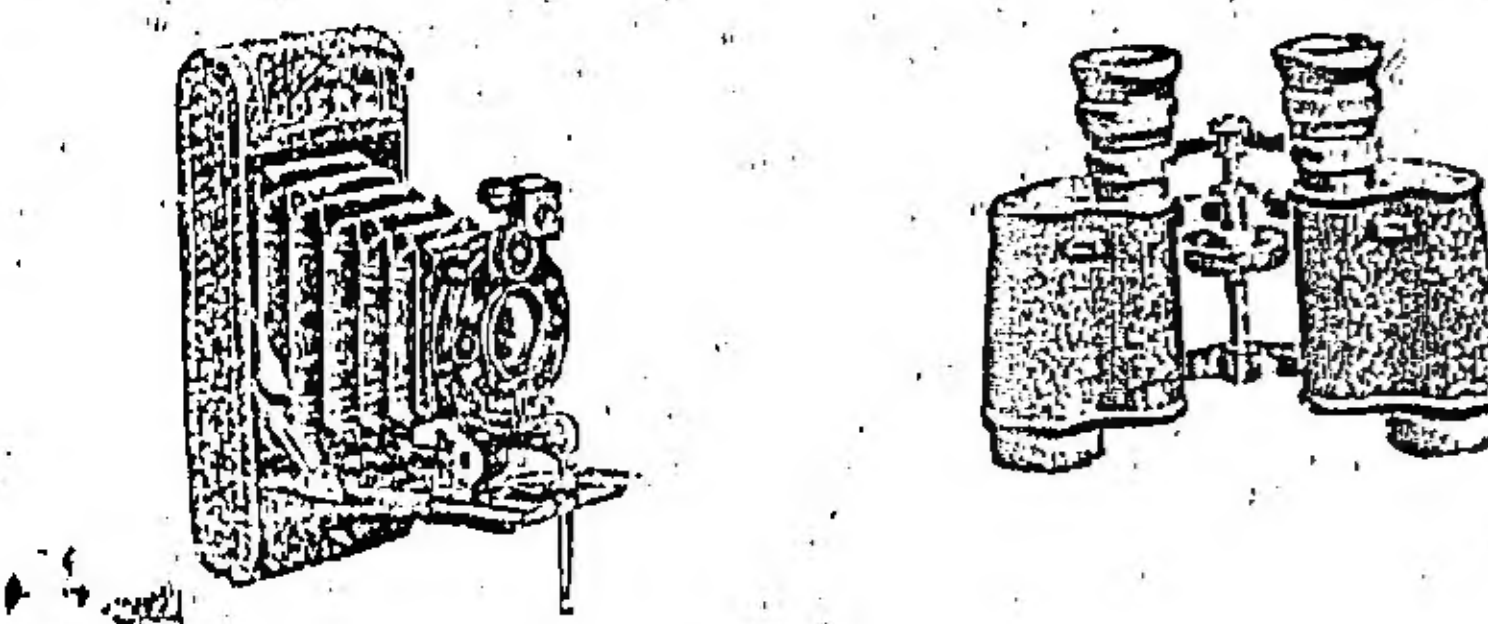
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COSTLY LITIGATION.

JUSTICE FOR ALL—BUT IT COSTS MUCH.

"In Biblical times," said Mr. Justice Eves recently, "forty days was considered to be the length of time that a man should suffer." He made the observation on the forty-third day's hearing of a dispute that had already cost the litigants fifty thousand pounds. There is justice for all—but it is often very dear.

It is complained, and justly that briefs are scarce among the rank and file of the members of the Bar. On the other hand, it is admitted that a favoured few among the "big wigs" and their juniors were never making such huge fees as in those days. The law remains impartial, but it is growing very much more costly.

The public is by now accustomed to cases dubbed "recorder" in the matter of fees paid to solicitors, witnesses, and counsel, to write nothing of the formidable list of "sundries" that figures on the final bill of costs.

In the Russell v. Russell litigation it approached £30,000; in the protracted dispute between Colonel Dennison and his wife, £40,000 was mentioned. In Isherwood v. Craig, a patent rights dispute, £50,000 was the bill presented to the Taxing Master. Mr. Justice Scrutton remarked in connection with this case:—

"Something should be done to repress this terrible and scandalous prolixity, which must result in a denial of justice to a poor litigant."

HIGH FIGURES.

The famous figures at the Bar 25 years ago would have experienced a sensation of envy could they see the figures now marked upon some of the briefs in Chancery and other "meaty" cases, while juniors' proportionate fees and those "refreshers-per diem" must not be forgotten. And if survey is made of the earnings of leaders of the Bar 50 years past, their fees seem almost meagre by comparison, even allowing for the rise in the cost of living.

Sergeants Parry and Ballantine were representative Q.C.'s, but their fees were rarely a quarter of those earned by leading K.C.'s to-day. In some of the most famous litigations of that time the total costs did not exceed £2,000; ten thousand now is a common figure.

In the Globe v. Phoenix litigation recently Sir Leslie Scott, K.C., spoke for 12 days; Mr. Upjohn, K.C., continued speaking for a total of 45 days! One can understand the swollen bill of costs that eventually reached the Taxing Master—£200,000, or, as the lawyers say, a "comfortable" case. Prolixity is expensive.

LIMITED COST.

The rise in the cost of litigation is partly because of the tendency in big cases to brief only "star" counsel. Such barristers can be named on one hand, and it follows that if the plaintiff's brief some giant at the Bar, the defendants must follow suit with his professional rival, with the following of juniors demanded by etiquette.

Thus the litigation assumes the status of an important case, to be opened with minute detail, with a resulting redundancy so severely commented upon by Mr. Justice Scrutton.

Time is certainly money in the Law Courts. The Court will sit at 10.30 and rise at 4.30 giving four and a half hours per day, allowing for luncheon. No wonder bills of costs amount with staggering rapidity.

The irony of it is that there are dozens of barristers ready to undertake complicated and difficult cases, and whose fees would not

CHANCELLOR'S FAITH.

MR. WINSTON CHURCHILL ON SOCIALISM.

Mr. Churchill addressed a largely-attended meeting at the Grand Theatre, Bolton, recently. After reading quotations from a recent speech by Mr. Tomsky, which he described as "barbaric nonsense, produced out of ignorance and suffering, and exploited by crime and villainy," Mr. Churchill said:—

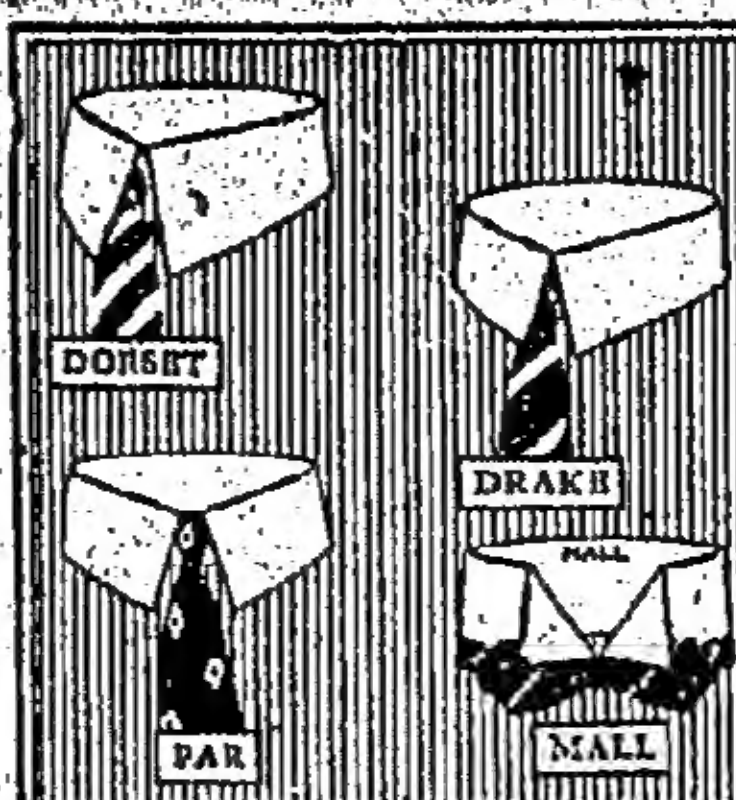
I do not fear a Bolshevik revolution in this country. All my criticisms against Socialism are directed to the erroneous doctrines, to the criminal excesses of Socialists when they have obtained power. I do not criticize individuals. I know quite well that in any great body of Englishmen the good forces predominate over the bad, pick them where you will. I am not in the least alarmed of our educated democracy being made sport of, deluded and tormented in the way these poor country Russian *monjiks* have been. But I do say that in this country it would mean a great curtailment of our liberty if it were attempted by a Socialist majority to put Socialism arbitrarily into practice. Britain is not like Russia. One-tenth of the dose of Socialism which has ruined and injured Russia would kill Britain and Lancashire stone dead. Why should people go about pretending that, in spite of all its injustices yet to be righted, the present State, which we have evolved ourselves, and is the only thing we have to depend on, which is better than any other country in the world—that this State is a foul thing, to be cut down and fettered and torn to pieces and thrown away? The great accusation I make against the Socialist Party is the manner in which they have corrupted and are trying to corrupt the character of the British nation.

If their only object is a "square deal," and an improved standard of living for the masses, and a hard hand against monopolies and vested interests, what is the need to go and teach thousands of good-hearted English people to perform these ridiculous antics of Continental Socialism?

TOO MUCH TALK.

When we read that in one case thirty-eight thousand questions were asked and answered, that the plaintiff was seven days in the box; that counsel occupied eight days in their closing speeches, one wonders if more clarity would not be possible. In the Dennison litigation the Judge again and again complained that the counsel were introducing matters that had little to do with the real issue; and in contemplating the costs of this action it must be remembered that the original dispute concerned only a few hundred pounds.

The old fable of the fox who offered to adjudicate in the dispute between two crows as to the ownership of a piece of cheese, and settled it by taking the whole tit-bit for his fee, still holds pungent truth where the law is concerned. There have not been wanting cases where even the successful litigant has been ruined by costs; perhaps unable to obtain them from the other side; or, the taxing master would have pruned down the bill so effectively that his own solicitor compels him to make up the difference. It is an irony of fate to be sued by your own solicitor for costs in a successful action.—Frank E. Farncombe.



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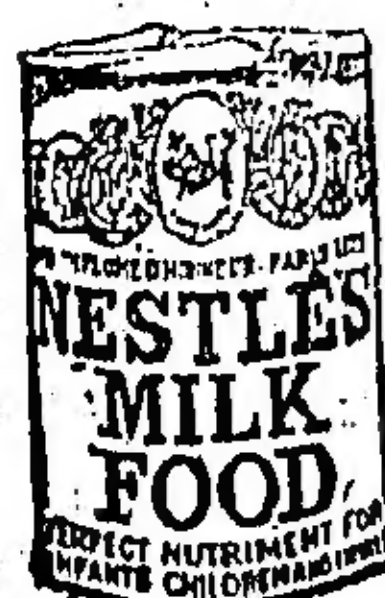


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Learn to care for your skin scientifically, to keep it young and naturally lovely. Quickened the circulation that carries off poisons and brings fresh colour to the cheeks. Nourish the tissues to keep them firm and round. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth. You can!

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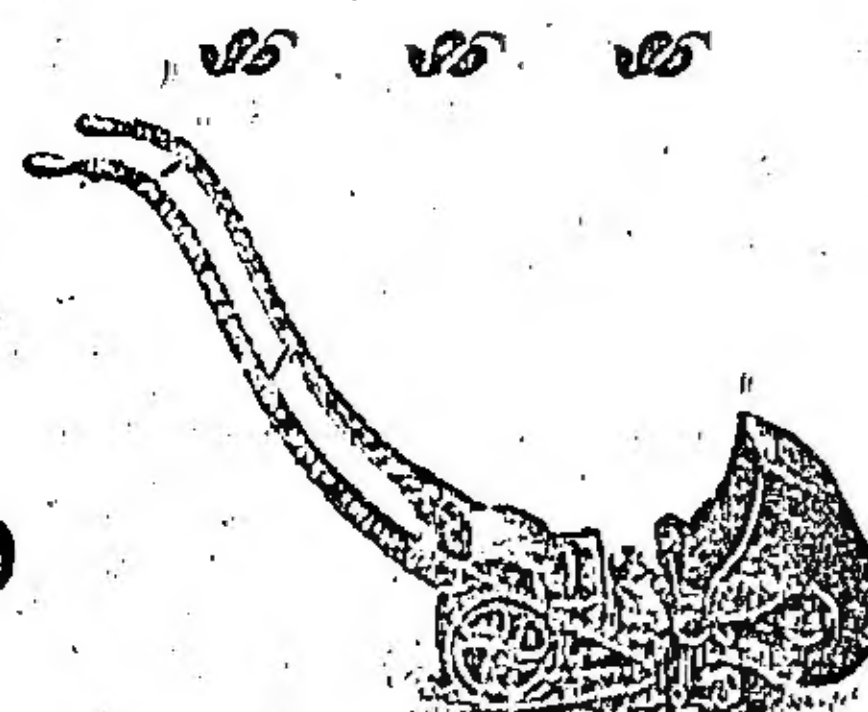
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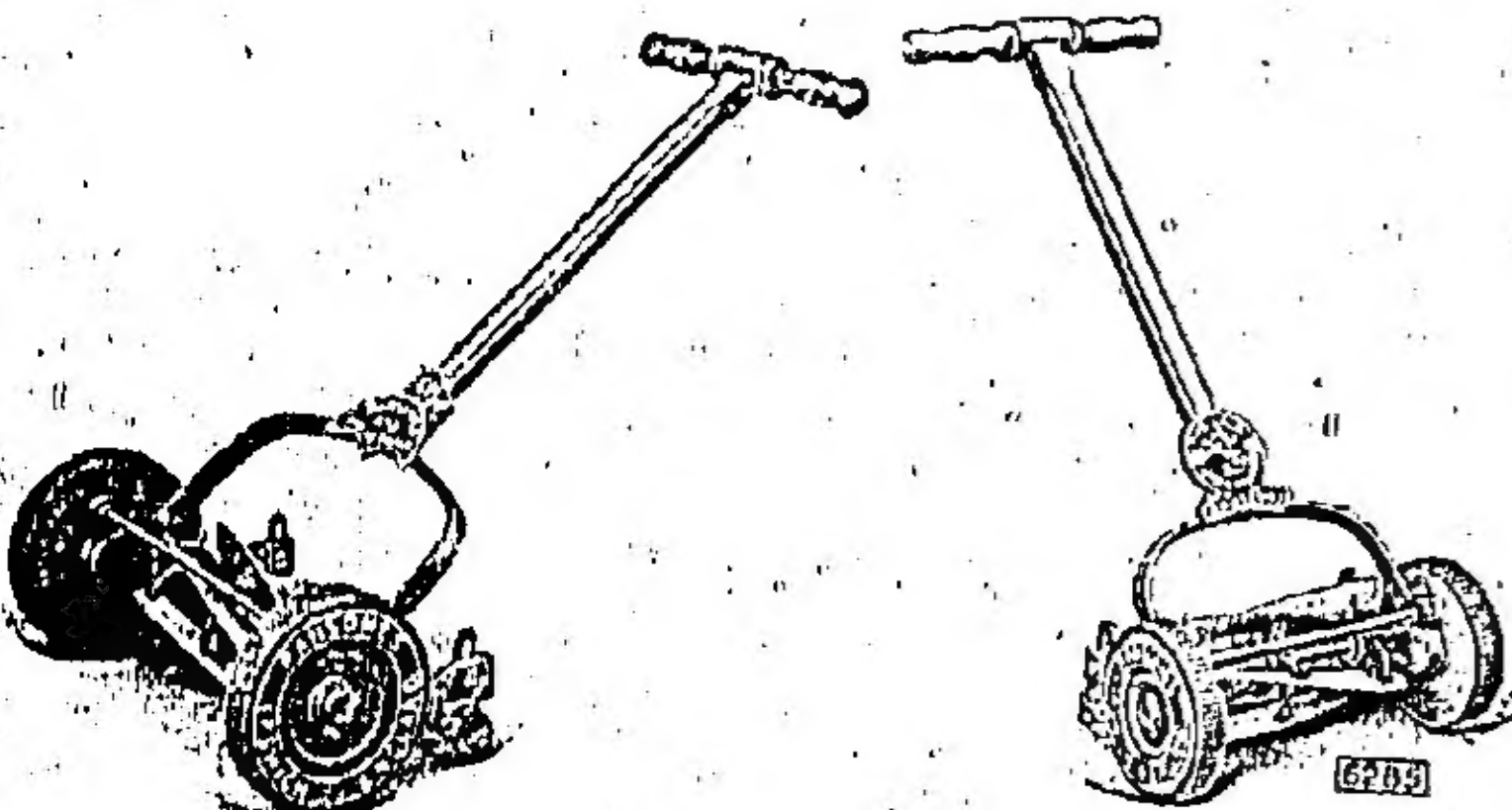


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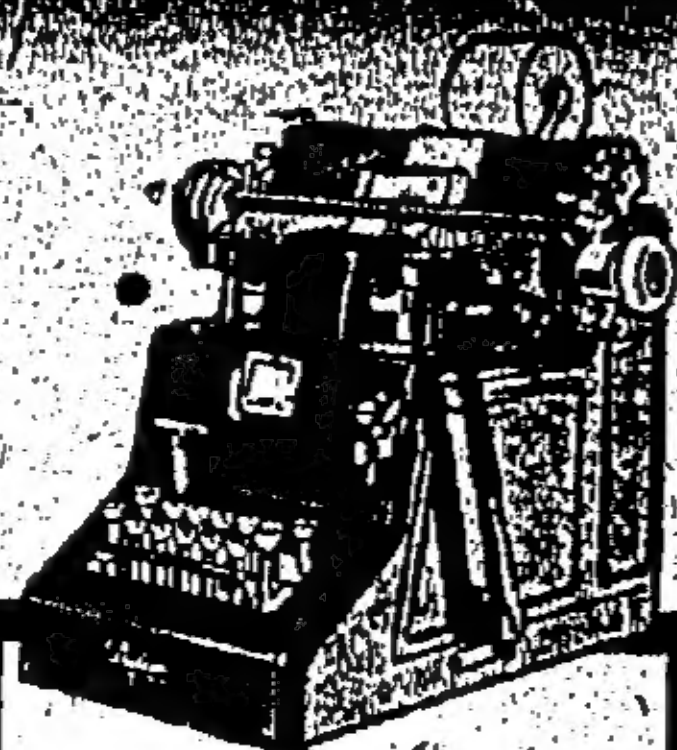
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The Telegraph.

SATURDAY, APRIL 3, 1926.

BETTER BATHING SHEDS.

At the next meeting of the Sanitary Board, Dr. Koch is asking some pointed questions in regard to the bathing matcheds at Repulse Bay. He is here touching on a subject which has aroused much comment in the past, for there can be no questioning the point that these unsightly structures greatly detract from the beauty of this popular resort. For the whole length of the beach there is a long row of these sheds, and in some places, so great has been the demand for space, there is a double row of them. Dr. Koch, and there are many others who think with him, wants to see these structures replaced by suitable bathing boxes.

These matcheds serve an extremely useful and necessary purpose, but, unsightly as they are, it must not be assumed that they are cheap to erect. The best type cost some hundreds of dollars to put up, besides which the maintenance of them runs into a goodly sum yearly. They have served well in the past, but with the growth of the Colony and the call for something better, it is time they gave way to more modern types. At Castle Peak there have been quite a number of wooden and other sheds erected, and these are in every respect an improvement on the old type. Some time ago, we heard rumours of a big scheme of improvements being put into effect at Repulse Bay, by which a permanent pier, with proper bathing boxes, would be made available to the public. As to whether the idea has been abandoned or not, we do not know, but such provision would be greatly appreciated in the summer-time at this popular beach, and we trust that the Government will give every facility for the putting into effect of any such scheme if a move should be made in that direction. After all, considering that this is a seaport, there are all too few opportunities in Hongkong for bathing. Repulse Bay is a favourite spot, but unless one happens to own a matched it is extremely difficult to secure accommodation there, as the few public tents are altogether inadequate to the demands. With the natural advantages which this Colony possesses

made for those who wish to enjoy bathing in the hot season. Even from a health standpoint, to say nothing of the pleasure resulting therefrom, the authorities should encourage any movement in this direction. Dr. Koch is concerned also in regard to the sanitary conditions in the matcheds, and here also there is admittedly room for improvement. Better buildings will facilitate this, and that is an additional reason why the whole question of these bathing sheds should be thoroughly gone into.

Malaria Prevention.

The warm weather of the past few days has turned one's thoughts to the approaching summer and incidentally, to that very unpleasant little visitor, the mosquito. Last summer, when the outbreak of the strike took all the Sanitary Department's coolies away and caused the neglect of a lot of hillside undergrowth there was a veritable plague of mosquitoes, about which we all roundly grumbled. But there has been much cutting and clearing since then and it is to be hoped that the Colony will be kept much freer of the pest. Incidentally, we notice that in Calcutta there is a proposal to revive the old "Mosquito Brigade"—a voluntary body of enthusiasts who made it a duty to do all they could to combat mosquitoes. The method was to give advice to the natives how to prevent any stagnant water lying around, to screen the windows and doors of houses, and to use repellants. The Brigade did no work between 1923 and 1925 and this period has been marked by an epidemic of dengue, which is taken as proof that the work of the Brigade was of great value. In Hongkong one finds that there is appalling indifference by the majority of Chinese whether there are breeding places on their premises or not, and there might, with very valuable results, be an education campaign undertaken by the health authorities with a view to instilling a little more care and regard among the Chinese in the matter of mosquito breeding. The distribution of official leaflets pointing out the danger of mosquitoes and asking for co-operation in not allowing pots or cans of water to lie about the roof or yard would doubtless be worth while. Dr. Das, of Calcutta, comes forward also with the interesting suggestion that the mass quinzination of the entire population of the city would be the cheapest and most effective method of ridding the city of malaria. The cost of such a scheme, he says, even for a big city like Calcutta would be about Rs. 30,000 a year. Well, if Hongkong could, for a similar sum in dollars, rid itself of malaria and save the 700 lives lost annually from this disease, it would, obviously, be worth the doing. Is the idea feasible or workable?

POLAR EXPEDITION.

LIUT. WILKINS' PROGRESS.

New York, April 1. According to a message from Fairbanks (Alaska), Lieut. Wilkins (head of the Wilkins Polar Expedition) has sent a wireless message stating that he sighted Point Barrow, the most northerly point of the United States, and after depositing supplies he is returning to Fairbanks for more.—*Reuter's American Service.*

NEW VICEROY.

ARRIVAL AT BOMBAY.

Bombay, April 1. Lord and Lady Irwin have arrived. They landed at the gateway of India and were received with a Viceroyal salute, being met by a distinguished gathering including the Acting Governor, Ministers, officials and numerous ruling Chiefs.—*Reuter.*

COMMONS ADJOURNS.

London, April 1. The House of Commons has adjourned until the 13th instant.—*Reuter.*

DAY BY DAY.

WHEN I DIE, I SHOULD BE ASHAMED TO BUILD ME A MONUMENT IF THERE WERE A WANTING FRIEND ABOVE GROUND.—*Pope.*

Monday, according to the Chinese calendar, is the Ching-Ming (or ancestor-worship) festival.

Mr. W. D. Russell, A.C.A., has been appointed an auditor for the purposes of the Companies Ordinance.

His Excellency the Governor has re-appointed the Rev. T. W. Pearce, O.B.E., LL.D., the Rev. A. D. Stewart and Mr. S. W. Tao, LL.D., as members of the Board of Education for a further period of two years.

His Excellency the Governor has appointed the Rev. H. R. Wells to be a member of the Board of Education during the absence from the Colony of the Rev. T. W. Pearce, O.B.E., LL.D.

Amongst the passengers who left by the Empress of Russia were Mr. and Mrs. J. H. Donithorne, Mr. and Mrs. F. W. Sutterlo, Mr. and Mrs. A. O. Smith, Mr. E. Moller and Mr. M. W. Stevens.

Lieut. Ashley, of H. M. S. Tamar, reports that some person has stolen from an unlocked drawer in his cabin \$148 in money.

Mr. L. M. Whyte, of Messrs. Donnelly and Whyte, reports that he entrusted a coolie with whisky and cigarettes to deliver to the Awa Maru. The goods were delivered and \$73.60 paid for them, but the coolie has not since been seen.

In the course of a call on various shops, a shroff from a native bank at No. 62, Winglok Street, yesterday went up to the second floor of No. 22, Mercer Street, where he had a small bill to settle. Entering the premises he found a number of armed robbers awaiting his arrival. When the gang left, they were enriched to the extent of \$230.

A Chinese yacht boy, employed by Mr. Wittich, has reported that sometime on April 1st some person stole from his master's yacht, which was at the Yaumati typhoon anchorage, sails and rope to the value of \$31.

The public are informed that motor traffic proceeding to the Races this afternoon will go via the Praya East and Wanchai Road, Leighton Hill Road and Wong Nei Chong Road, owing to Percival Street being closed to traffic.

As motor bus No. 1196 was being driven from Kowloon City to Hunghom, motor lorry No. 996 collided with it, damaging a front wheel. The lorry did not stop.

While a car belonging to Mr. Mein Austin, of 351, the Peak, was standing unattended outside No. 217 The Peak, someone ran it down towards Stubbs Road, and it collided with a bank about six hundred yards from Gough Hill Station. The car was damaged to some extent.

U. S. DEBT SETTLEMENTS.

SENATOR BORAH MAKES
FIERY REPLY.

Washington, April 2. Mr. Winston Churchill's recent statements in the House of Commons with regard to the British-American debt settlement, has brought a fiery response in the Senate from Senator Borah who endeavoured to show that the United States has always sought to arrive at just and fair settlements. "As Britain is heralding to the world that we are a sordid people, let the world understand that the natural wealth she gathered to herself at the close of the war is not to be compared to any amount she could have been called upon to pay the United States. Under the debt settlement, the United States not only waived all claims to reparations but made it perfectly clear that it sought no territory, and that when it came to making a settlement with Britain she forgave that country 3,500 million dollars. Her debt was figured on the basis of the difference in interest on American liberty bonds and the interest under the British settlement."—*Reuter.*

MIXED GRILL A Merry Miscellany Ashley Sterne

From a table of statistics just published I glean that the annual quantity of soot deposited from the air in London is 426 tons per square mile. I can only say that I am surprised at the paucity of the amount. I honestly declare that I have often shaken more than that out of my ears alone after spending but one foggy day in town. At the same time, I have to express my amazement at the vast amount of labour which the compilation of this statistic must obviously have entailed. Running round London every day for a year weighing the chimney-sweeps' soot-bags is in itself no mean task, and when one remembers that, in addition to this, allowance has to be calculated for the soot trodden into the best carpet and lavishly sprinkled on the top of the grand piano, one realizes that the life of a soot-statistician isn't all lavender, cakes and ale, beer and skittles, bread, cheese, and kisses.

The census recently taken in Persia has revealed the fact that in the village of Mochin, at the foot of the Alwand Mountains, there lives a woman, who has reached the almost incredible age of 146. To her great credit let me record that the old lady makes no claim to having witnessed Darius's coronation procession, or to having danced on the eve of the battle of Marathon. Further, she has vigorously rejected every offer I have made her to write her reminiscences for "Mixed



Grill"—which, by the way, is fast approaching its hundredth number. Look out for some astonishing features in it.

Dr. Pfuffer, a Viennese car-specialist, has made the somewhat disconcerting discovery that the human ear is gradually growing larger—a fact which he attributes to the increased number and volume of sounds that accompany modern life. Regrettable indeed it will be if Dr. Pfuffer's allegation were proved to be correct. Just imagine the time when our ears became so enormous that they would require to be folded or rolled up, or even coiled upon a windlass before we could conveniently move about! Happily, however, I have adequate ground for thinking that Dr. Pfuffer has erred somewhere. If he were right in his assumption that excessive noise conduces to enlarge the ear, it would follow, too, that excessive smell would similarly conduce to enlarge the nose. But I find, on investigation, that the noses of men employed in gas-works, vinegar factories, soap boilers, tanneries, and fish manure works are slightly shorter than the average-sized nose. It is only fair to add, however, that all the noses I measured had developed a small crinkle, as if they were trying to shrink back into the face. But I have calculated that even if these crinkles were ironed out flat, in no case would a nose exceed the limit decreed by custom and good taste.

In order to test the effect of suspended animation on the human body a hypnotist of Milan, I read, is going to put his wife into a trance and immerse her in a glass case for 25 days. Although he has not publicly advertised for an understudy, I understand that he has already received no fewer than 3,517,698 letters from married men all over Europe unselfishly offering their wives in the cause of science. One even coupled his offer with the promise of substantial financial backing if the hypnotist would kindly arrange to suspend his wife's animation during the period of the Paris Spring Model hat-buying season.

I am very glad to learn that our somewhat meagre supply of comets has been augmented by the recent discovery of a new one by an astronomer in the Transvaal. What bothers me, though, is: how does the discoverer know it's a new comet? How does he know it isn't an old one done up, or a complete forgery? I know what the books say. They tell you that the orbits of all the known comets have been carefully calculated, and that the time and place of the re-appearance of them are known to the exact minute and yard. Consequently if a comet is observed blimbling round the heavens at any other time or place it must *ipso facto* be a new comet. But I am not satisfied. Supposing in the course of its journey through space a comet slipped off its orbit in a fog? Supposing it lost its speed and had to become a fixed star? I think the only satisfactory method of dealing with the difficulty is to borrow a hint from the owners of racing pigeons and attach a zinc identity-disc to the tail of every comet. Then if one suddenly popped up unexpectedly we could easily decide whether it was a brand-new one or merely an old one gone wrong.

TO ST. VALENTINE. ON BECOMING A BACK NUMBER.

In these intensive, all too strenuous days
Your job would seem a wash-out, gentle Saint!
The procedure of modern lovers ain't
Quite in your line, O, don't you with amaze
Regard the present, all-prevailing craze
Of rapid wooing? Don't you, too, make plaint
That lovers scorn to-day the soft restraint
Of your wise tutelage, and now appraise
Your services at nought? 'Tis sad to think
That you're excluded from your rightful shrine,
Rejected from the amatory bano;
Men from your patronage prefer to shrink,



While maidens jilt you, good St. Valentine,
In favour of St. Rudolph Valentine!

JACKIE COOGAN.

IN NEW ROLE AT QUEEN'S
THEATRE.

Big crowds have been drawn to the Queen's Theatre by "A Boy of Flanders," a Metro production which features Jackie Coogan, and which is to have its final screenings to-day. We can commend it as one of the very best films seen in Hongkong for many a long day. In this film Jackie is shown in a role which gives remarkable scope for his genius. It is not so elaborate as the earlier Coogan productions, and its plot is simpler and less involved, but there will, we think, be general agreement that "A Boy of Flanders" is unquestionably Jackie's most human effort. The settings are quiet, with a unique charm of their own, and the acting all through is of a high standard.

PRINCESS VICTORIA.

PNEUMONIC PROCESS
IMPROVING.

London, April 2. This morning's bulletin on the condition of H.R.H. Princess Victoria, says the pneumonic process is improving. The strain on the strength of Her Highness is, however, great.—*Reuter.*

The film is based on Ouida's immortal story, "A Dog of Flanders," and the picture merits praise because of the faithfulness with which the spirit of the story has been retained throughout. No one should miss seeing this film to-day.

POPULAR SCOTS RESIDENT.

LEAVES FOR HOME TO-DAY.

The Colony to-day loses one of its best known and most respected residents, in the person of Mr. J. B. Ross, of the Mercantile Bank of India, who is proceeding Home on furlough and will possibly not be returning to Hongkong for some considerable time. Both in the social and business life of the Colony, and especially in Volunteering circles, Mr. Ross will be greatly missed.

Mr. Ross came to Hongkong in August, 1920, as accountant to the Mercantile Bank, which position he held until January of last year, when he was promoted to the rank of Manager. He is now being succeeded by Mr. C. L. Sandes, who has been Manager of the Bank here on two former occasions. Prior to coming to Hongkong, Mr. Ross served with the Bank in Calcutta and Ceylon.

A keen Volunteer, Mr. Ross has for many years taken a prominent part in the movement, and it is interesting to note that whilst in Calcutta he raised the Calcutta Scottish in 1914. Here in Hongkong he has been particularly identified with the Scottish Company of the Defence Corps and has done much to bring the Company up to its present strength. He was for some time Pipe Major in charge of the band, and at the request of some of the senior Scottish residents of the Colony, he took command of the Company some eighteen months ago, with a view to reorganising it, the results being in every way satisfactory.

Mr. Ross has also been a most enthusiastic golfer during his residence in the Colony, and in 1924 he was both Hon. Secretary and Captain of the Royal Hongkong Golf Club.

Recently, Mr. Ross was the recipient of a parting gift from the Scottish Company of the Volunteers, whilst on Thursday he was entertained to tiffin at the Hongkong Hotel by a number of friends.

HOME FOOTBALL.

GOOD FRIDAY RESULTS.

London, April 2nd.

Division I.

Aston Villa	3	Arsenal	0
Bolton	0	Liverpool	0
Burnley	1	Newcastle	0
Everton	1	Bury	1
Manchester C.	2	Birmingham	0
Notts C.	0	Manchester U.	0
Tottenham	3	West Brom.	2
West Ham	1	Leicester	1

Div. II.

Blackpool	2	Hull	2
Chelsea	0	Southampton	0
Clifton	0	Notts F.	0
Oldham	0	Swansea	0
Portsmouth	0	Fulham	0
Preston N.E.	0	Darlington	0
S. Shields	2	Middlesboro	2
Stockport	1	Wolves	0

Division III (South).

Brentford	5	Norwich	1
Brighton	2	Northampton	2
Bristol R.	4	Reading	0
Crystal P.	3	Southend	0
Gillingham	2	Newport	0
Luton	1	Charlton	0
Millwall	3	Watford	0
Plymouth	3	Bristol C.	1
Q.P.R.	2	Bournemouth	0
Swindon	2	Exeter	1

Division III (North).

Accrington	1	Rochdale	3
Ashington	2	Hartlepool	0
Barrow	1	Wigan	1
Crowe	2	Wrexham	0
Doncaster	1	Lincoln	0
Grimby	1	Chesterfield	0
N. Brighton	5	Coventry	1
Southport	2	Bradford	0
Tranmere	3	Hullfax	1

In the Second Division, the result of the Port Vale v. Bradford City match is missing.—*Reuter*.

FRENCH FINANCES.

BIG TREASURY ADVANCES.

Paris, April 2.

An unfavourable impression has been caused on the stock market by the weekly balance sheet of the Banque de France, showing an increase of a milliard-and-a-quarter francs in the Banque advances to the Treasury and over 625 millions increase in the fiduciary circulation.—*Reuter*.

CUSTOMS INCREASED.

Paris, April 2.

The Chamber has passed by 311 votes to 39, a Bill increasing by thirty per cent. the Customs on all goods, except tobacco, newspaper, corn, coffee, cocoa, and the component parts agricultural machinery.—*Reuter*.

ENGINEERS DINE.

GATHERING AT VOLUNTEER HEADQUARTERS.

Over a hundred members and guests of the Engineer Company of the Hongkong Volunteer Defence Corps sat down to the annual dinner of the Company, which was held at Volunteer Headquarters on Thursday evening, and a most enjoyable time was spent. The gathering was honoured by the presence of His Excellency the Governor, who is the Honorary Colonel of the Corps, and all the Engineer officers of the local Command were invited to attend. During the evening His Excellency distributed shooting prizes won at the company annual shoot on March 23rd, at Stonecutters.

The gathering was presided over by Major R. Melville Smith (Acting Administrative Commandant of the Corps, and formerly Officer Commanding the Engineer Company) and the official guests were: H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), Capt. H. B. L. Dowbiggin (Hon. A.D.C. to H.E. the Governor), Colonel Trevelyan, Major Chevenix-Trench, Major Alabaster, Col. C. Russell-Brown, Lt.-Col. Mackintosh, Lieut. Whyte, Lieut. Rycroft, Capt. L. D. Joll (Adjutant of the Corps), Capt. Brown-John, Corps S.M. Westlake, Reg. Q.M.S. Holland, C.S.M. Pitt, Q.M.S. Turner, Sgt. Foster, Q.M.S. Roberts, and Staff Sgt. Hawkins. Lieut. Syme-Thomson (O.C. Engineer Company) was also present, as well as Lieut. R. H. Skelton and Lieut. Foster-Turner, both of the Engineer Company.

A bright and original menu was provided, in which the various dishes were given appropriate technical descriptions, starting with "Tuning-in Mixture" and ending with "Heavy Lubricant."

CHAIRMAN'S SPEECH.

After the loyal toast had been honoured, the Chairman proposed "The Guests," expressing special gratification at the presence of His Excellency the Governor, and remarking that it was the first occasion on which the Engineer Company had had the privilege of sitting down to dinner with the Hon. Colonel of the Corps. "In the past," said Major Melville Smith, "I think the whole Corps is agreed, the powers-that-be have treated us handsomely. Whenever we have wanted equipment, gear, or funds, the essential expenses entailed for manoeuvres or field days, have always—or nearly always—been forthcoming. But, Gentlemen, we have sometimes felt that we were nobody's child, certainly we were nobody's darling. (Applause.) I don't think we wished to be anyone's darling but we have our own peculiar trials and troubles—I suppose many volunteer units in the world have them, more particularly overseas volunteers, and a sympathetic ear has a wonderful way of smoothing out difficulties. It is said that a grain of sympathy is worth a pound of pity. I don't think that pity comes into it in this case except as a means of comparison, but regarding the sympathetic ear, I feel, Gentlemen, that the corps has perhaps reached a turning point in its career."

The Chairman went on to say:—"There is one very minor matter which I might appropriately mention now. A suggestion has recently appeared in the Press that His Excellency should sample the beer supplied by the Volunteer Canteen. (Laughter.) This is a matter which touches the Engineer Company very nearly. (Laughter.) The Engineer Company is supposed to be a body of specialists—(laughter)—and on one occasion at least when they were in camp at Lyemun with the 40th Co., R.E., learning the rudiments of a suspension bridge, something in the nature of a tragedy occurred because the supply of beer turned out to be considerably short of requirements. I don't quite like to infer that the Engineer Company is composed of beer specialists and history doesn't relate how far their R.E. collaborators were responsible for the shortage. But I am sure that the Company would like to turn the suggestion into an invitation, and I can assure Your Excellency that you will find in the Canteen two British beers and one German, and I have every reason to suppose that the quality is all that it is supposed to be."

In conclusion, Major Melville Smith expressed high appreciation of the help and assistance which the Regular R.E.'s had always been ready to give them, in which some

idea had been given of the esprit de corps which runs throughout the Corps of the Royal Engineers.

HIS EXCELLENCY'S REPLY.

Replying on behalf of the guests, His Excellency the Governor, after thanking them most sincerely for the manner in which they had drunk the toast to his health, added that he had a special reason for doing so. He had a touch of influenza and ought not to be there, but, thanks to their good wishes, he expected he would be as fit as possible in the morning. He was afraid anything like speech-making was beyond him, but he did not wish to sit down without telling them with what pleasure he found himself again in that hall. He also thanked the dinner committee for the excellent meal they had provided. His knowledge of engineering was not sufficient for him to understand the menu—(Laughter). He wished to tell them that, so far as lay in his power, he would do everything he could to promote the welfare of the Company, and he felt sure he could speak on behalf of the Royal Engineers when he said that they would do the same—(Applause).

THE PRIZES.

His Excellency then handed the silver cups to the winners at the annual shoot as follows:—

Francis Cup Competition.—With handicap.—First, Major R. M. Smith; second, Sapper Lockhart. Without handicap.—First, C.S.M. Everest; second, Sapper Dovey.

Musket Competition (Fired as Blake Shield).—With handicap.—First, Lance-Corporal Salter; second, Sapper J. J. King. Without handicap.—First, C.S.M. Everest (C); second, Sapper Dovey.

200 Yards Snapshooting.—First, Major R. M. Smith; second, Corporal Stephens.

300 Yards Rapid.—First, Corporal Stephens; second, Corporal Woolley.

Best Score of Day Over Whole Range.—With handicap, Sapper Dovey (B); without handicap, C.S.M. Everest (A).

Cup (A) was presented by Major R. M. Smith; Cup (B) was presented by the N.C.O.'s and Cup (C) was presented by Lieut. Syme-Thomson.

The proceedings were enlivened by popular selections on the piano and vocal solos, the contributors being Sapper Speary (piano), Corporal Best, Sapper Bishop, and Mr. Labrum (songs). Later, impromptu items were given by members of the company.

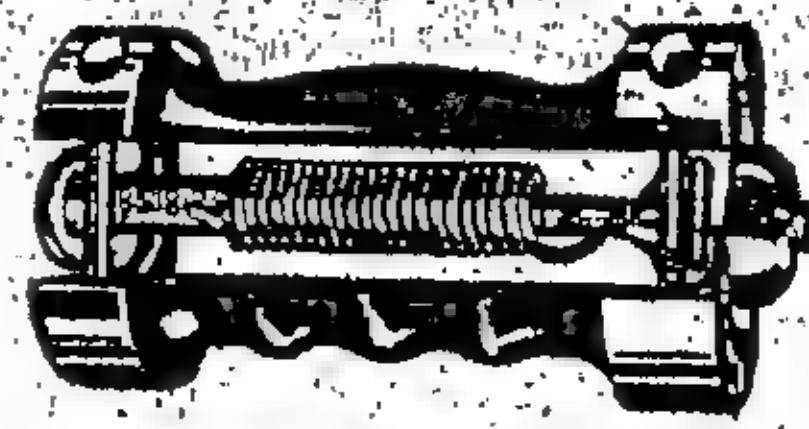
A flashlight photograph was taken during the evening.

The arrangements were made by the following Committee:—C.S.M. R. J. Everest, C.Q.M.S. T. Bolt, Sgt. G. T. Padgett, Sgt. F. Care, Corporal H. J. Best, Corporal F. Plascott, and Lieut. Corporal S. Jones.

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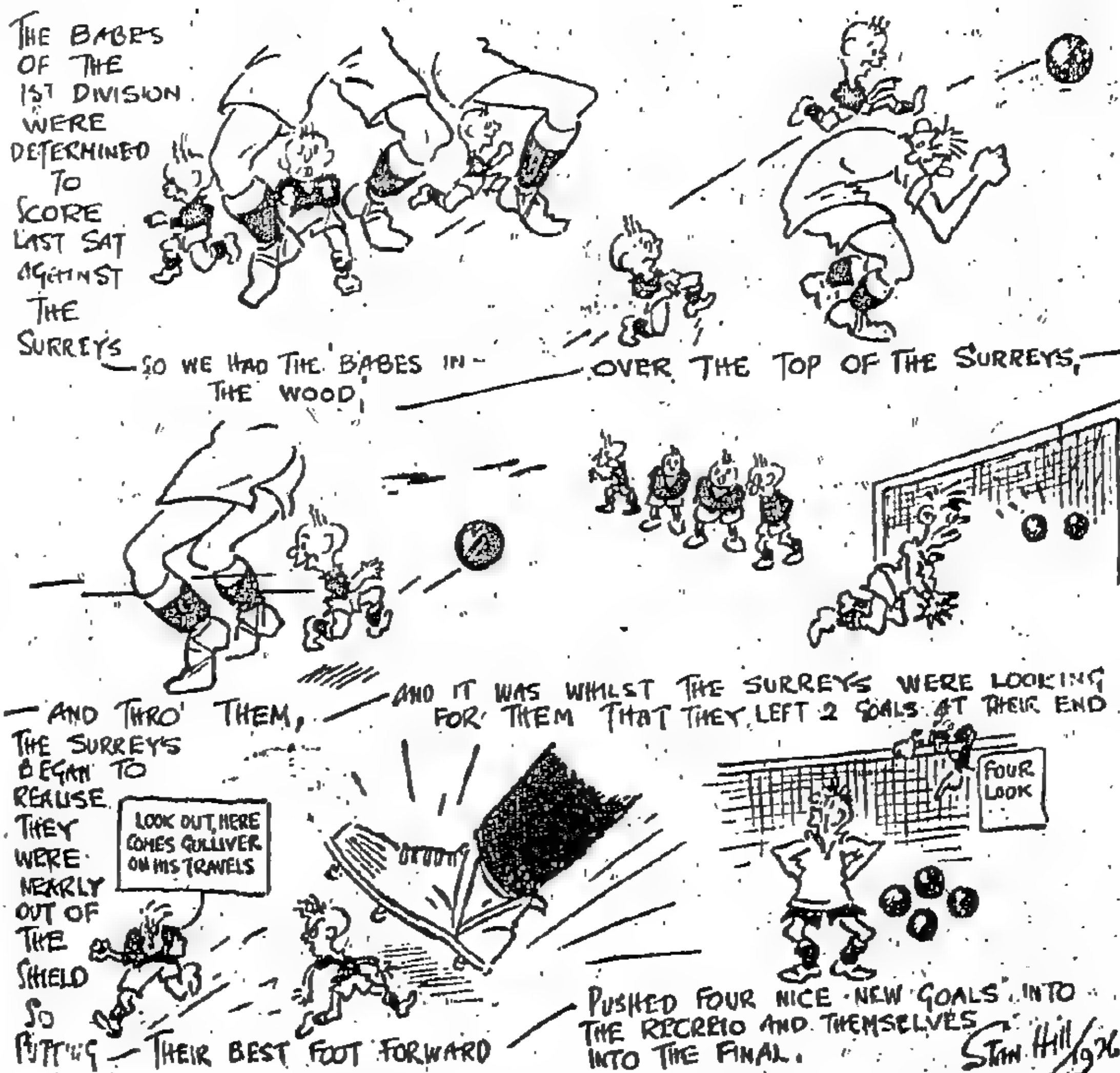
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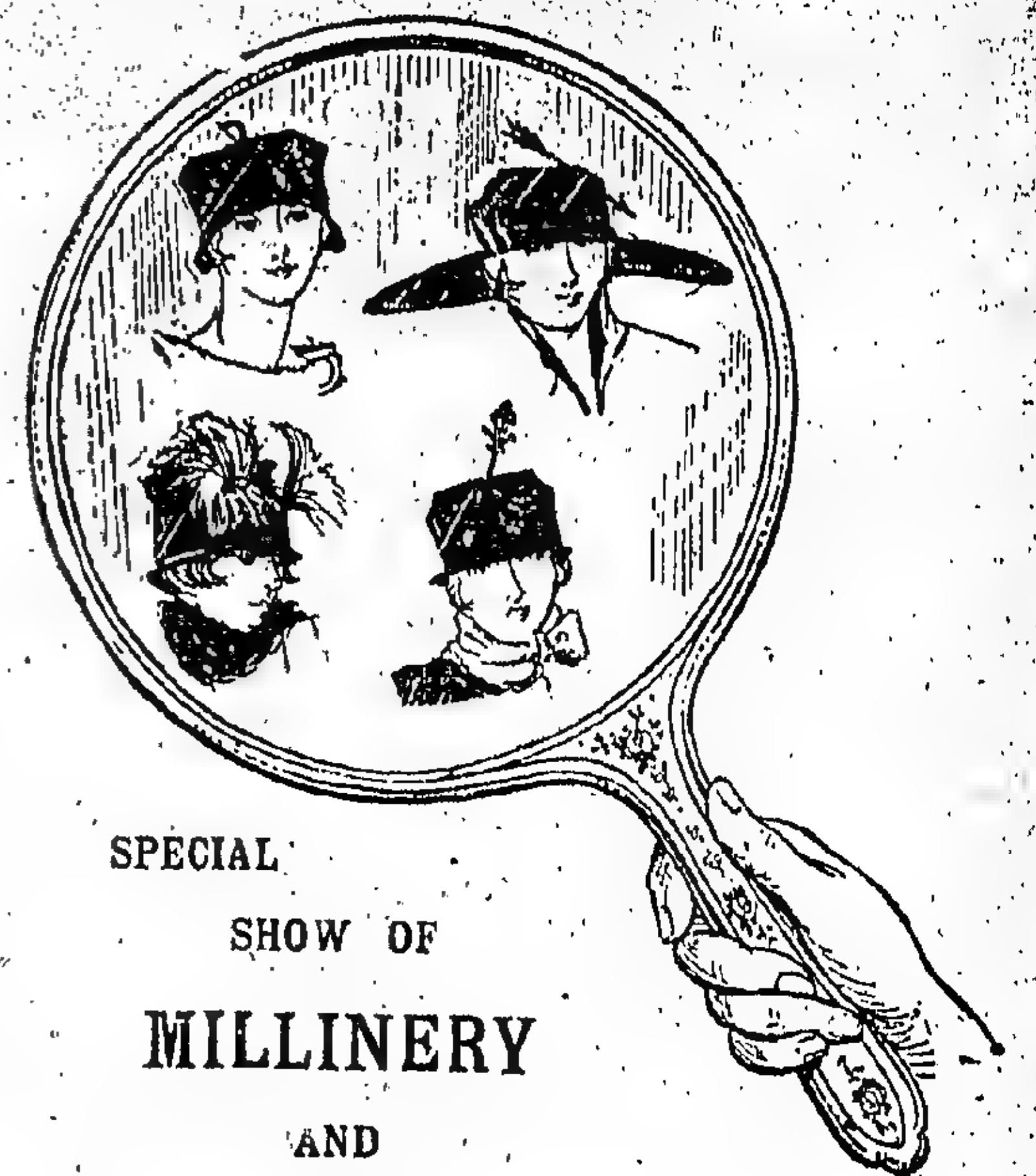
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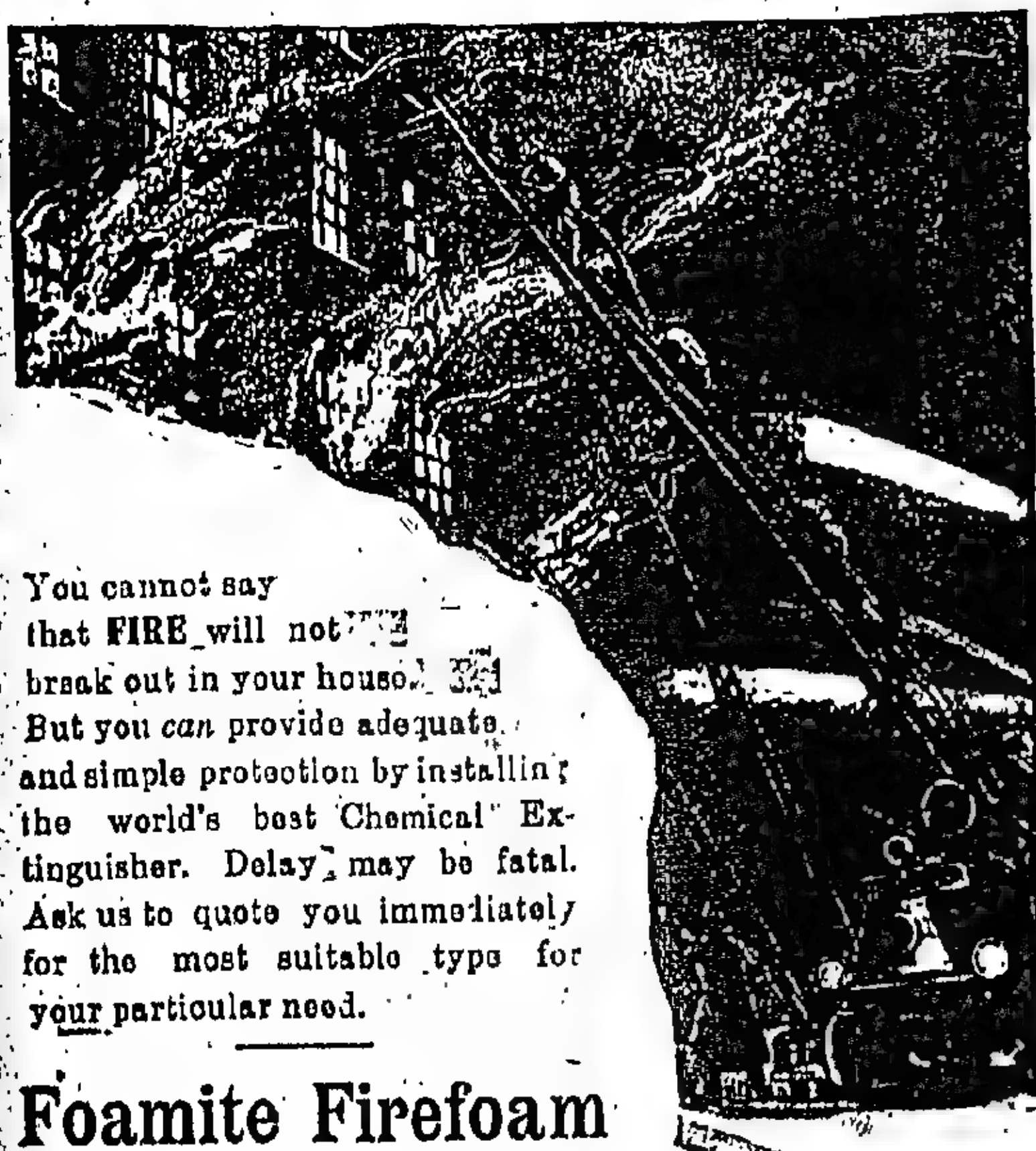
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SLOWER TRAINS.

IN SPITE OF FASTER ENGINES.

In the past few years three new classes of locomotives with which British railway companies have openly expressed the highest satisfaction have been brought into service in this country—the "King Arthurs" of the Southern, the "Castles" of the Great Western, and the "Pacifics" of the London and North Eastern. Yet the remarkable fact remains that railway travel is little, if any, faster than it was, writes a traveller at Home.

Indeed, in some cases it is slower. Bournemouth is no longer within two hours of London as it was a dozen years ago. And we travel to Scotland hardly any faster than we did a generation ago. The very best time on this journey was accomplished, in fact, about 35 years back during the race between the rival West Coast and East routes.

Apart from Devon, Cornwall, and South Wales, few districts are very much nearer in time to London than they were at the beginning of the century. The acceleration of the trains to and from the West is due, both to the shortening of routes and to the determination of the Great Western to be the fastest line.

There is to-day only one train—from Swindon to Paddington, 77 miles in 75 minutes—that is better than our best before the war. The other long-distance train booked at a speed of over 60 miles an hour—Paddington to Bath by slip coach, 106 miles in 105 minutes—has been in existence for some time. So the recent increase of locomotive power does not seem to have saved any time to the traveller, though it does enable the new engine to cope with the increased weight of the trains. The new locomotive can deal with fifteen or sixteen corridor coaches—can, in fact, draw a train rather longer than the platforms at even some of the important stations.

But this impressive fact is not likely to console the man who takes longer to reach his destination than his father took in those remote years at which we all sneer.

HORRID FAIRY TALES.

A BAN ON BLUE BEARD.

An attack on the old-fashioned fairytale, with its usually gruesome ending, is made by a correspondent of *The Daily Chronicle*.

Every child loves fairy tale (she writes), but it is extraordinary the number of stories, familiar to us from childhood days, which contain tragedies. For my own part I bar all these tales from the nursery, having discovered the effect they have on the impressionable mind of a child. There are plenty of delightful tales written by modern authors which can take their place. Even now I can feel a slight thrill of horror when I think of the story of "Bluebeard," which exercised such a dreadful fascination over my mind that I repeatedly asked for it to be re-told, only to beg for the story to be broken off at a point when I could bear no more.

AGE LIMIT-SIX.

A doctor whom a representative of *The Daily Chronicle* interviewed said fairy-tales should certainly be left until the child is six or seven years of age. "The child's mind is so impressionable and its nervous system so easily disorganised that the greatest care should be taken, in the first few years, to avoid undue excitement of any kind," he added. "I would certainly not allow any small children of mine to be told such a tale as 'Bluebeard,' or even 'Red Riding Hood.'"

Miss Margaret McMillan, whose work at the Rachel McMillan Open-air Nursery School at Deptford is well known, holds that up to the age of two a child is so busy registering impressions of the world in which it finds itself that there is no need to tell it tales, and in any case nothing at all gruesome should ever be allowed.

"At the age of about six the child is, as it were, a little savage—running after pigeons, teasing animals—and has to learn that cruelty is wrong, and that which have to be curbed.

"At this age I see no harm in the old fairy tales being told. The child will not now accept everything as literally true, and the horrors of a fairy tale will leave little, if any, impression."

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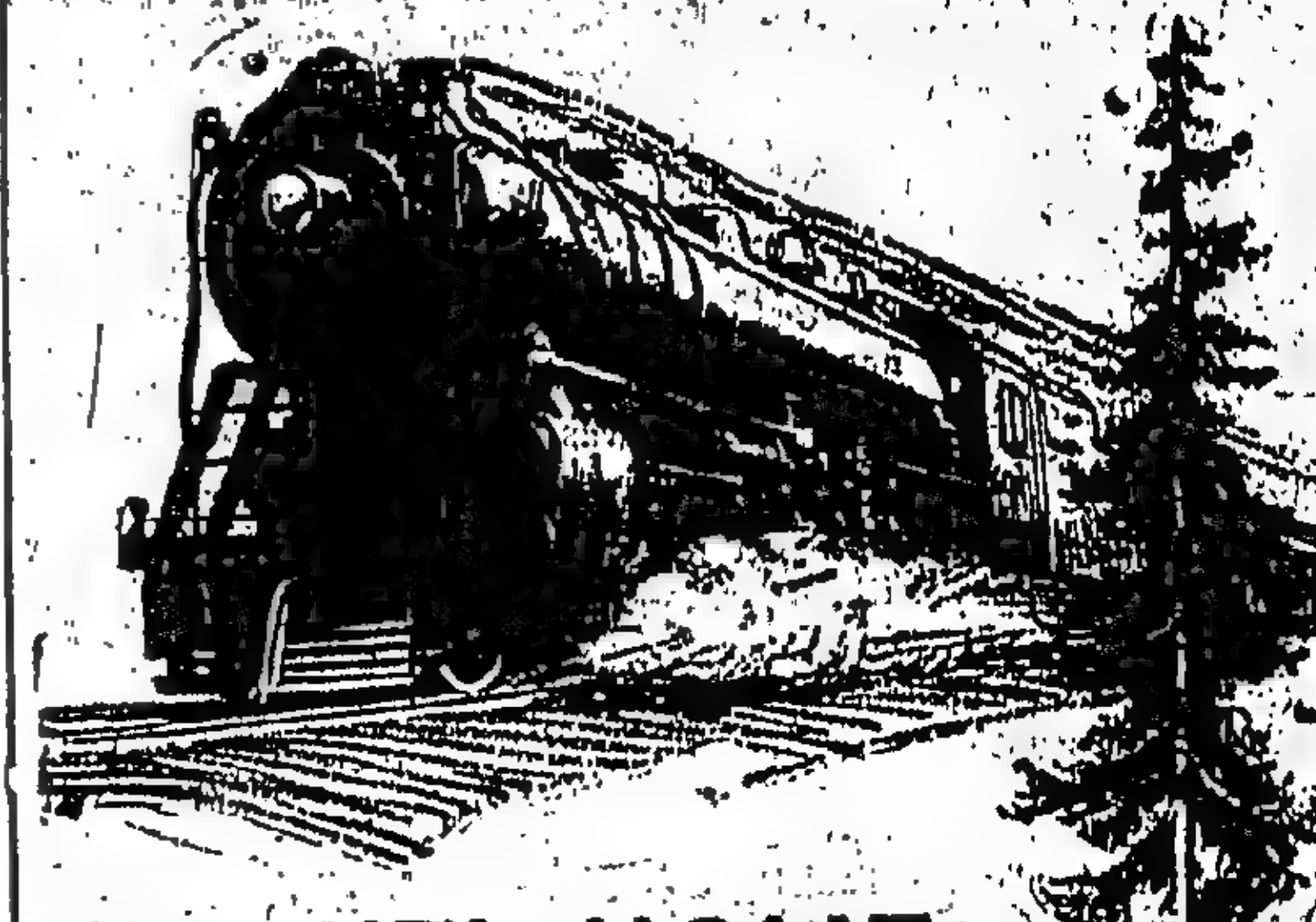
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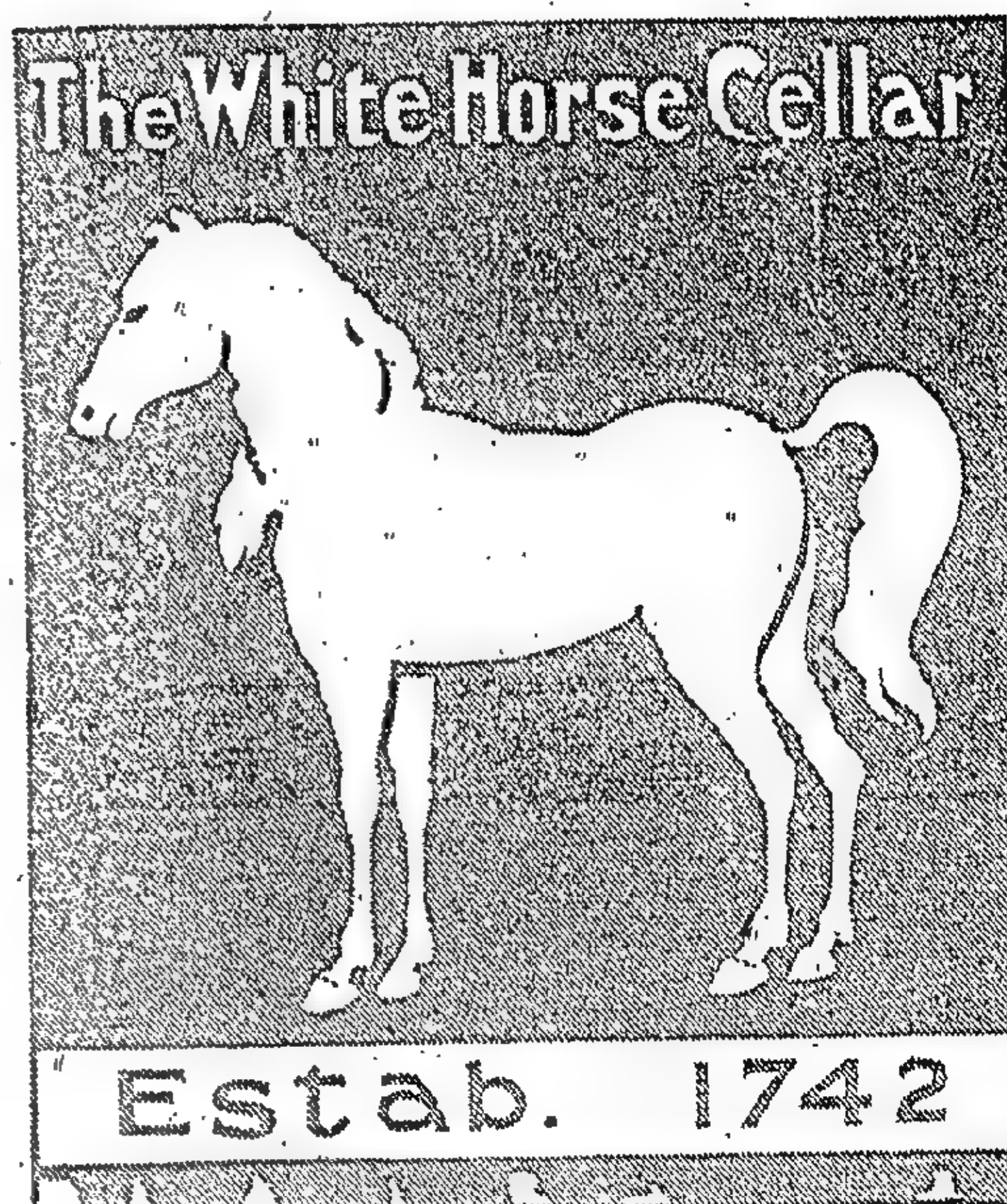
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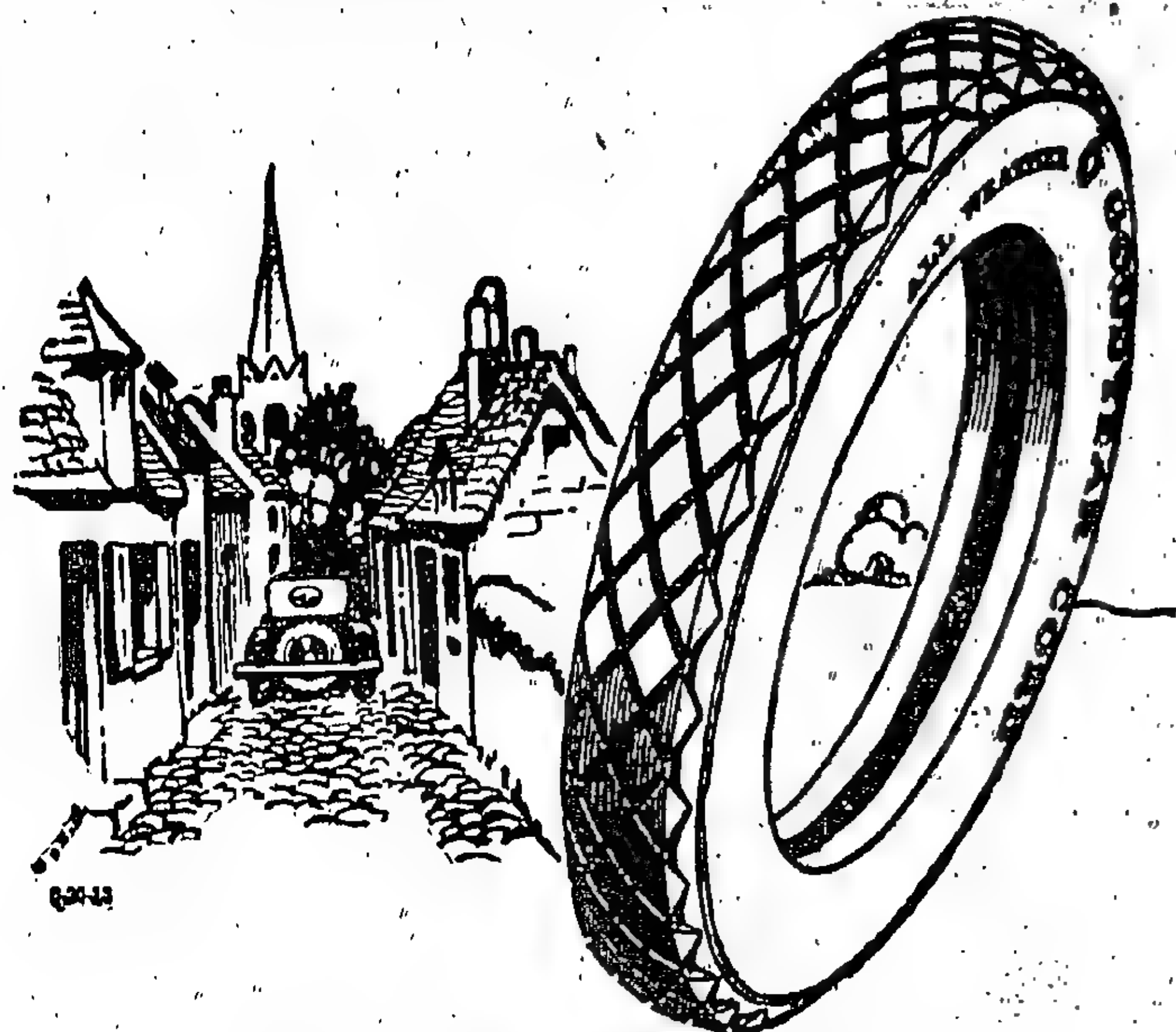
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For some time, he said, he made considerable sums of money by cotton futures speculations, and he agreed with the Official Receiver that it was a case at that time of "Roses, roses all the way."

£100,000 IN A BOX.

In 1920 he kept his resources, then between £50,000 and £100,000, either in the bank or in a box at the safe deposit.

Official Receiver: How much was in the safe deposit?—About £80,000 in bank notes and cash.

Why did you put it there?—Well, in April 1920 there was talk of a capital levy, and I wanted my assets liquid.

Did you want to avoid the capital levy?—Probably I did.

If the Government had called for a return of capital with a view to a levy you contemplated a false and fraudulent return?—Probably.

In the summer of 1923, he said, he had about a quarter of a million of money. In the September of the following year his assets had dwindled to £80,000.

"A STUNNING BLOW."

Official Receiver: What I can't understand is, why you, a young man, having a quarter million of money, not in fixed securities, but in liquid form, did not quit. Ninety-nine men out of 100 in your position would have quitted.

The Registrar: No doubt he is very sorry he didn't. (Laughter.)

The Official Receiver: We know these very heavy losses you sustained in 1924. In April you sold over £50,000 worth of securities, and in August over £100,000 worth, to meet weekly settlements. Didn't that come as a stunning blow?—It probably did.

The Official Receiver: You from your small office used the salary of a Prime Minister of England for 15 years as a mere shuttlecock from one week to another. You received £75,000 one Thursday and paid £75,000 the next Thursday?—That was the amount, apparently.

Mr. Singleton, K. C. (for trustee of debtor's estate), suggested to debtor that he passed the huge sums from his speculative profits through his private banking account to hide them from the tax authorities, and asked: "Have you any idea how much you have in this manner defrauded the revenue authorities of?"

Debtor: I have no idea I have defrauded them. Until the Stubbs case I had no idea I might be liable.

Have you considered at all if you were liable what that amount would be?—No.

The examination was adjourned.

OUR WILLOWY GIRLS;

COPYING YOUNG MEN'S WORST POINTS.

Dangers of the willowy figure were emphasised by Sir Bruce Bruce-Porter in a speech in London recently.

"Why girls want to look like weak and weedy young men I cannot imagine," he said. "But they will get that figure all right, and with it digestive troubles and a greater risk of consumption."

"Why should the fair—and strong—sex try to copy the worst points in young men? Don't let your daughters and nieces cultivate that figure. The craze won't last and it does not make for a happy old age—if they ever reach it."

The four primary essentials to health were fresh air, fresh food, fresh water and a good drainage system. He would advise people who had the choice of two evils—a stuffy atmosphere or a draught—to choose the draught every time. Colds were caused by microbes, and not by fresh air.

ARTS & CRAFTS FURNISHING SHOWROOMS

(Opposite the Racecourse)

SHANGHAI.

Remind you of the High-class Furnishing

houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of

FURNITURE FABRICS CARPETS

Decorative Plaster

and metal work

stained and

leaded glass.



SHIPBUILDERS.

SHIP REPAIRERS.

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
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—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 780 FEET

DEPTH ON CENTRE OF

SILL (H. W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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TELEPHONE No. 212

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HONGKONG, CHINA & JAPAN.

OUR SUMMER SUITS

MAKE GOOD!

We carry the styles and fabrics that please the most exacting. When you wear such clothes as we sell, you add to the joy of living.

These clothes give you satisfaction after you wear them. They fit right and wear right.

Many choice styles and patterns.



VISIT OUR TAILORING DEPARTMENT YEE SANG FAT CO.

The

ONE

Cigarette

TRIUMPH

The 1926 is the Most Improved of Cycles.
New and more rigid frame.
New Clutch with double adjustments and many other improvements worthy of note.
The new 1926 Model P is superior to last year's cycle in detail and performance.
Stocks carried.
Call in and arrange terms.



DISTRIBUTORS.
ALEX. ROSS & CO., (CHINA) LTD.
Bank of China Building Hongkong.

LOOP TRAFFIC SYSTEM.

Detroit's new loop traffic system has been put in operation with an estimated result of having speeded traffic up 20 per cent. Five one-way streets are designated and 123 traffic signal lights are employed. When the lights are working perfectly it will be possible for the motorist to drive at an average speed and not make a single stop while within the half-mile circle of the loop.

MUCH MONEY IN IT.

Eight billion dollars are spent annually in the United States for automobiles and their upkeep. Two billions go for cars. The rest is spent for accessories, fuel, tyres, repairs and garage items.

SPORT AND PLEASURE.

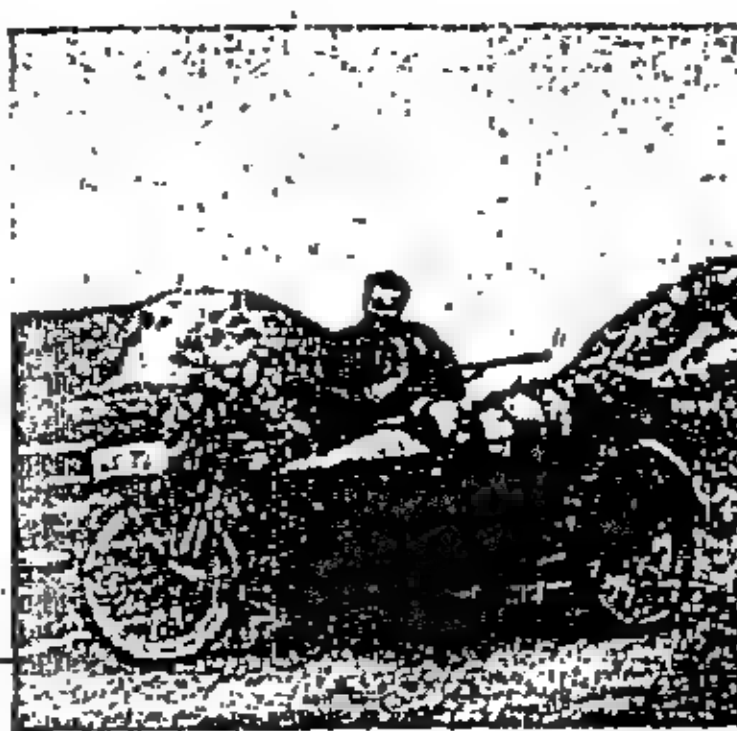
POPULAR "HARLEYS"



Percy Reynolds, winner of the Southern Track Championship of New South Wales, Australia.



A. D. Dimitriev, Moscow, photographed after winning the 100 kilometre race recently.



This rider hails from Vienna. He employs his Harley-Davidson for hunting tours.

DODGE AND SODA.

TRANSPORT IN AFRICA.

Filling batteries with soda water and mineral water instead of distilled water is only one of many indignities to which native African drivers subject Dodge Brothers motor cars and Graham Brothers motor trucks, according to reports received by Dodge Brothers from the city of Accra, Gold Coast, British colony on the African West Coast.

Practically all of the drivers there are negroes, many of them almost uneducated. They are as curious about what makes an automobile go as is the average small boy regarding the inner construction of his first watch, and their efforts to inform themselves are often disastrous. Much trouble results from their attempts to satisfy their curiosity by disassembling such units as starter-generator, carburetor, magnet, etc. Failure of such units in the "bush" almost always are the result of such tampering. The storage battery is one of the worst sufferers. Naturally, evaporation is much more rapid in a climate where temperatures are constantly so high that one can easily push his finger into the pitch or wax with which the battery jars are sealed and where even at night the battery feels warm to the hand. The native drivers either neglect the batteries entirely or fill them with any bottled liquid that comes handy, usually soda water, ginger ale or mineral water.

During the cocon season there is a big rush, during which transportation must not fail. There is plenty of money available to buy dependable transportation. Results are the prime consideration; the purchase price is of little consequence.

As no electrical equipment specialists are available in the Gold Coast territory except at the modern, well-equipped service station of J. Walker & Co., Ltd., the dealer at Accra, the dependability and simplicity of the single unit motor-generator used in Dodge Brothers motor vehicles and Graham Brothers trucks exert a great influence over buyers.

The Luxury of Riding On Gum-Dipped Balloons

Motorists everywhere know that any car delivers better service on these Firestone Full-Size Gum-Dipped Balloon Tyres! They are made flexible and strong by the Firestone process of Gum-Dipping and are giving car-owners a new idea of comfort and

smooth riding with safety. Our patrons find that these low-pressure tyres not only give utmost luxury but a far higher degree of mileage without delay or trouble. Let us make the changeover for you.

MOST MILES PER DOLLAR

Firestone

FULL-SIZE GUM-DIPPED BALLOONS
THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

16 KNOTS



AILSA CRAIG
FAST RUN ABOUT
BRITISH THROUGHOUT

Complete \$2750.00 DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

£20,000,000 Concentrated to Build One-Profit Studebakers

Advantages of the Duplex Body

Though retaining all the freedom and airiness of the open car, the Duplex body offers the enclosed car comfort against inclement weather. Koller enclosures recessed in the upper side quarters may be lowered in 30 seconds and with equal ease may be raised again—out of sight. It is unnecessary to slow down in order to convert the open Duplex into a snug enclosed car. Incidentally the steel hood has saved numbers of lives in unavoidable accidents, for it is so staunchly built that it will support the weight of the entire car.

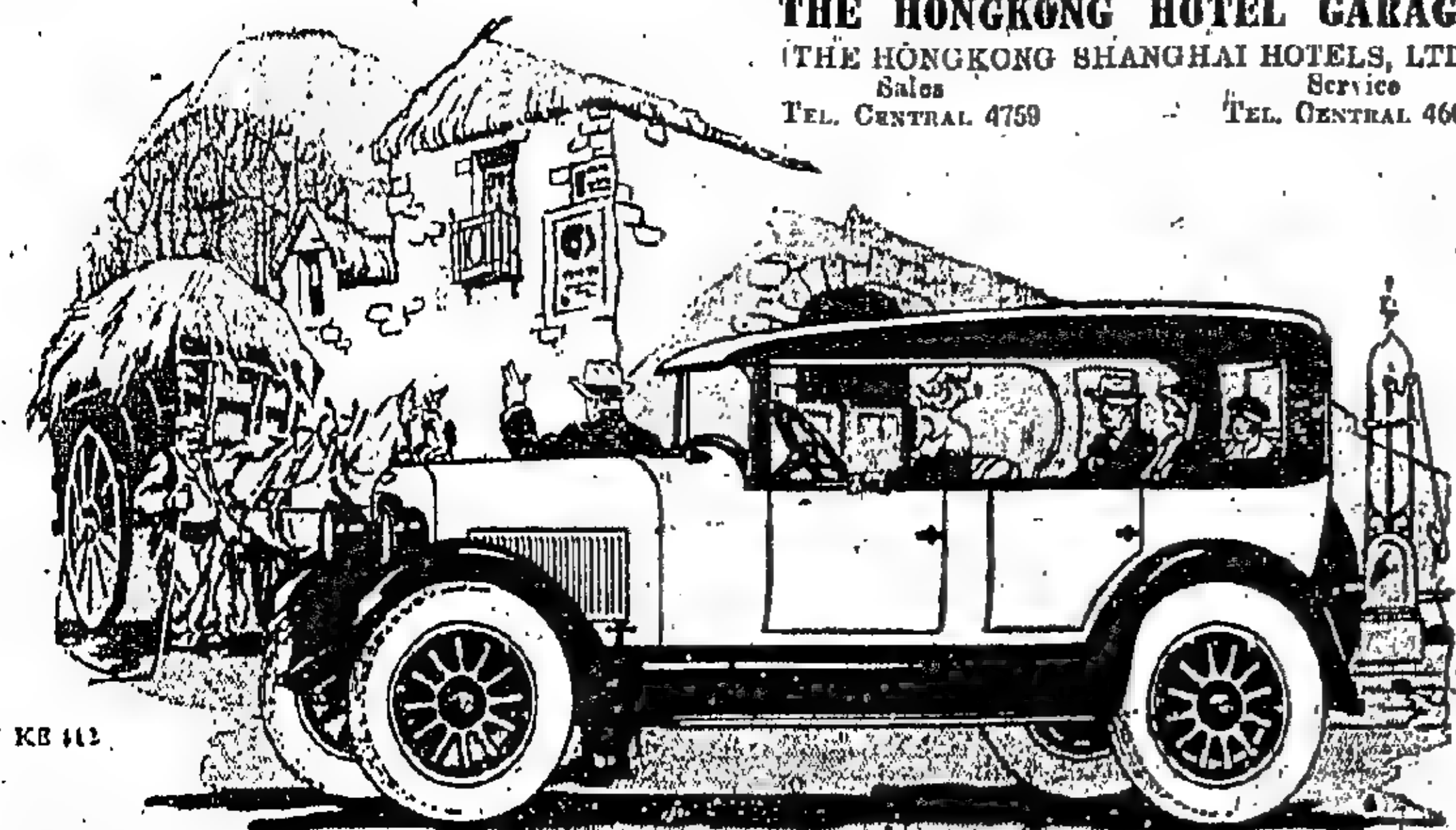
Quality such as the Standard Six Duplex-Phaeton offers and at such a price is possible because Studebaker—and Studebaker alone in the fine-car field—has eliminated the extra profits of outside parts and body-makers. All Studebaker bodies, engines, steering gears, clutches, differentials, gear boxes, springs, brakes, axles, grey iron castings and drop forgings are made in Studebaker's own factories.

Studebaker being designed and manufactured under one supervision is a complete, harmonious unit and functions as a unit. This results in years longer life, thousands of miles of excess transportation, greater riding comfort, minimum repair costs, and finally, higher resale value.

These are major advantages which Studebaker alone, in the fine-car field enjoys and which enable Studebaker to offer in each car a bargain in quality.

STUDEBAKER CORPORATION OF AMERICA, South Bend, Ind.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG SHANGHAI HOTELS, LTD.)
Sales Service
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STUDEBAKER
BUILDERS OF QUALITY VEHICLES FOR 74 YEARS

The Greatest of All HUDSONS at Lowest Prices in History

\$3,000 for the COACH
\$3,600 for the Brougham — \$4,000 for the 7-Pass. Sedan

Everywhere Hudson is known as the "World's Greatest Buy." That is not alone because of its selling price. The value is in performance, endurance, and low operating cost. Such qualities are outstanding long after the price is forgotten.

Hudson prices are lowest because the world's largest production of Sixes—Hudson and Essex—has made possible economical methods of manufacture. Through increase of quality, greater sales result, and volume economies that permit lower prices. There you have the reason for Hudson's leadership in value, in price, in sales.

World's Greatest Value
Everyone Says It—Sales Prove It

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

RUBBER MERGER.

AUTO MAKERS' SYNDICATE.

Authorization of a \$10,000,000 rubber corporation to assure the public and the motor vehicle manufacturers of adequate supplies and reasonable prices of rubber, was voted by the directors of the National Automobile Chamber of Commerce at their recent meeting in New York. A committee was appointed to take the necessary steps toward

the formation of the organization and the application for a charter. The plan provides that all automobile manufacturers will be permitted to take stock in the corporation on the basis of their production in 1925.

Several of the largest producing companies immediately announced that they would take their allotment of stock.

President Charles Clifton announced the following as members of the committee:

Messrs. John J. Raskob, vice president, General Motors Corp.,

C. W. Nash, president, Nash Motors Company; A. J. Brosseau, president, Mack Trucks, Inc.; Roy D. Chapin, chairman, Hudson Motor Car Company; Alvan Macauley, president, Packard Motor Car Company; Arthur T. Waterfall, vice president, Dodge Brothers, Inc.; A. R. Erskine, president, Studebaker Corporation. The action is the result of the abnormal price of rubber, which ultimately is paid by the American consumer, as 70 per cent. of the world's production is used in this country.



THIS WEEK'S MISCELLANEOUS ADVERTISEMENTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

CHANDLER—Six-cylinder, seven-passenger Chandler Touring Car No. 157. In good usable condition. Five good tyres on five wire wheels. A bargain at \$750.00. Box No. 1478 Hongkong Telegraph.

BUICK—6-cylinder 7-passenger Buick Touring No. 163 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

LOCOMOBILE—7-passenger Touring New, top, paint, upholstery, valves and Magneto. Five new Balloon Tyres on new Balloon wheels. Engine 48 H.P., R.A.C. and chassis recently thoroughly overhauled. Splendid condition throughout. Price \$3,500.00. Box No. 1477 Hongkong Telegraph.

FOR SALE—2-ton Truck chassis. 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

CADILLAC—8-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

CHANDLER—6-cylinder 7-passenger Chandler for \$750.00 cash. Box No. 1476 Hongkong Telegraph.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473 Hongkong Telegraph.

DOUGLAS, Harley, Indian, Henderson combinations. Douglas, Cleveland, Indian, Harley, Indian Scout solos. From \$75.00. Apply Motor Cycle Exchange, Kowloon.



BUYERS' GUIDE

MOTOR CARS.

AUSTIN—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
AUBURN—Universal Auto Supply Co., Asiatic Bldg. C.4915.
BUICK—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C.290.
HUDSON—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ROLLS-ROYCE—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C.290.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS.

DENNIS—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
FORD—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
MORRIS—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNYCROFT—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES.

A. J. S.—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C.2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C.1067.
HARLEY-DAVIDSON—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K.1242.
INDIAN—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C.2487.
MATCHLESS—Hongkong Hotel Garage, Queen's Road. C.4759.
ROYAL ENFIELD—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
RALEIGH—Kowloon Motor Cycle Exchange. K.655. (Day or Night.)
TRIUMPH—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C.2487.

TYRES AND ACCESSORIES.

COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd. 33, Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES—Dunlop Rubber Co., Hotel Annexe Bldg. C.4554.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd. 33, Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C. 2487.
PRESTOLITE BATTERIES—Hongkong Hotel Garage, Queen's Road. C.4759.

AUTHORS AND AUTOMOBILES



By C.A. Potts.

Why do our novelists persistently ignore the motor? It is such an essential part of all our lives that one would think it would form the chief ingredient in any picture of our times. But, far from this being the case, the average novelist is quite unable to appreciate its tremendous influence on our thoughts and actions.

Everything but Cars.

We have had novels galore about horses, novels about ships and even novels about railway trains but, as far as I know, nobody has written a novel about a car. It is true, of course, that cars are often dragged in as accessories, generally to give tone to the characters, and are usually much mangled in the process, but nobody seems to have made motor the main theme of a novel.

Possibilities.

What a wasted opportunity! Here a virgin ground simply asking to be exploited. Think of the possibilities. The subject might be treated in almost any style. Take the "Shoemaker" for instance. What about a motor-pirate who scours the road in a car of incredible speed and power, holding the millionaire tourist, forcing a Rolls-Royce into the ditch, robbing him of his ill-gotten gains and making him walk the running-board? Think of his thrilling skirmishes with the police, the ruses by which he evades capture, his acts of chivalry towards the

lovely damsel alone in her two-seater and the coup by which he kidnaps Mr. Winston Churchill and forces him to reimpose the petrol tax!

Or another idea. The rich motor manufacturer who disinherits his only son because he insists on marrying the lovely daughter of his piston-ring designer. The young man has ideas for a new and revolutionary type of car, at which his father scoffs. The girl believes in him and the young couple depart to seek their fortunes in a cruel world. In the intervals of starving in a Bloomsbury garret, our hero, upheld by the faith of his young wife, labouriously constructs an experimental model out of his bedstead and the works of an American clock, the property of his landlady. Meanwhile, his brave young wife supports him by making spring garters at 1/6yd. per gross.

The "Unknown."

Now for the pep!

It is the day of the great race. Papa's fortune is on the car of his own manufacture. At the last moment a car of unknown make, with a heavily goggles driver, appears on the starting line. The crowd jeer at its unconventional appearance and papa, stripping off his shirt, hands it to Long Tom.

Now we have a thrilling description of the race, and any novelist who fails to make a job of this chapter had better give up writing and start a silk-worm farm.

Virtue Triumphant.

The unknown car, of course, wins. Papa is ruined. He has lost his shirt. The winner now ungoggles. "My son!" "Father!" "You have ruined me!" "No father, I have made your fortune. Here, take this." The generous son hands over the old envelope on the back of which his working drawings are scrawled. The father, overcome by this generosity, falls on his neck, makes him a director of the company and gives him a free hand in the production of the new model. While he is doing this he is reverently kissing the toil-roughened hand of the young wife.

General reconciliation. Sob stuff. Finis. There is no end of material in this racing game. The girl who promises to marry the winner of the 200 miles race. The villain who puts sand in his rival's super-charger. The faithful mechanic who suspects foul play and gets to work with a vacuum cleaner just before the start, thus enabling his young master to win. The villain could be killed in a lurid smash or left gnashing his teeth at the start with a whole clump of dud plugs.

Then, why not a motor play?

Everybody agrees that the drama is going to the "demolition bow-wows" and the reason is simply want of enterprise. Dramatists are incapable of inventing new ideas and situations.

The "Drury Lane" Touch.

Now, motor racing would be a very suitable subject for a Drury Lane spectacular drama, but something more subtle is required for the fashionable West End theatre. The play, for, say, The Haymarket, must deal with psychology rather than action. Very well then, here is an idea. The hero is a speed fiend with a heavily endorsed license. The heroine is nervous. She agrees to marry him if he will promise to observe the speed limit. He promises. They are married. Now we see the effect of repression on a sensitive nature.

From Bad to Worse.

Bored stiff with driving at a twenty miles an hour crawl, the hero grows irritable and morose. She still loves him, but life becomes more and more difficult. The servants leave. He is rude to her mother and takes no interest in her cross word puzzles. Things go from bad to worst. He is fined for obstruction. His friends brag about their average speeds while he sits dumb, eating his heart out. He pleads with her, in the big scene, to release him from his promise, but she cannot understand his point of view and refuses. Husband and wife drift apart and life becomes a dreary waste. In order to try and win him back she suggests a motor tour in Scotland. Languidly, he assents. They start. Mile after mile he drives at twenty miles an hour along the Great North Road. To him it is agony, but she cannot see it.

The Breaking Point.

Gradually, his mind gives way beneath the strain. Something snaps in his brain. He sees red. Taking the jack handle from the tool locker he murders her, then, putting his foot hard down, drives at 80 miles an hour, on and on, through towns and villages, over grouse moors, and haggis farms, until, car and all, he hurtles over the cliffs into the sea.

An Opportunity.

The latter part of the action, of course, takes place "off," and if not considered infra dig. might be shown by means of a cinematograph film, but probably a few hints by other characters would be considered more in keeping with the West End. Anyhow, the main idea is the thing. There is money in it, I feel sure, and, if someone does not do it soon, I have a good mind to have a cut at it myself the first time I have an hour or so to spare.

(By special permission of "The Morris Owner.")

RALEIGH CYCLES.

NOTABLE RECORD.

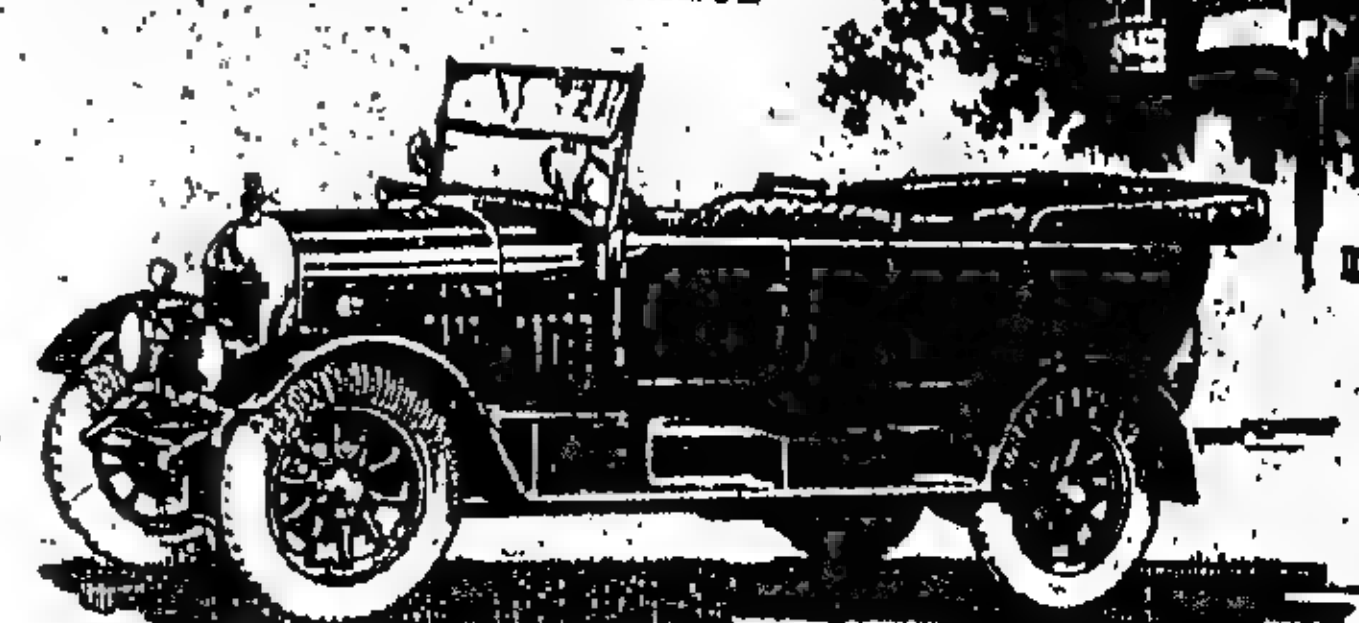
The year 1925, or at any rate, the first eight months of it, proved most successful for the Raleigh motor cycle. In a report just to hand, we notice that up to the end of August 1925, no less than 41 gold medals and 24 cups and other awards had been won at Trials in the British Isles. On one gruelling test alone, the London-Exeter Trial, six gold medals were annexed.

It is also interesting to learn that during the 1925 season, the factory actually sold 10,000 motor cycles and over 100,000 cycles.

Chicago.—"Mr. Beer" and "Mr. Wine" will run for Congress-at-large from Illinois if a plan proposed by "wet" Chicago Democrats is carried out. Candidates with the name of "Beer" and "Wine" actually are preparing to enter the race. A. J. Cermak, a leading Democratic politician, disclosed recently. Candidates with such popular names are sure winners in Illinois," Mr. Cermak said.

MORRIS Cars

REDUCED PRICES, BETTER VALUE



(BRITAINS MOST POPULAR LIGHT CAR)

MODELS IN STOCK

MODEL	SEATING	NETT HONGKONG PRICES
MORRIS-COWLEY	Roadster (2 SEATER WITH DICKEY)	£215 0 0
"	Touring (4 SEATER-2 WHEEL BRAKES)	£237 10 0
MORRIS-OXFORD	Touring (4/5 SEATER-4 WHEEL BRAKES)	£320 0 0

THE HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS LTD.)
CAR SALES & ACCESSORIES } Phone C.4759 SERVICE & PARTS } Phone C.4602

RIDE A "RALEIGH."

THE

GOLD MEDAL MOTOR CYCLE.

3.48 H.P. SPORTS GUARANTEED 65 M.P.H. at 120 MILES PER GALLON.

Adequate Stock of Spare Parts Maintained.

Specially trained mechanics under European supervision for all makes of cars or cycles.

3 MONTH'S GUARANTEE GIVEN WITH ALL NEW MACHINES & REPAIR WORK.

For Further Particulars Apply—

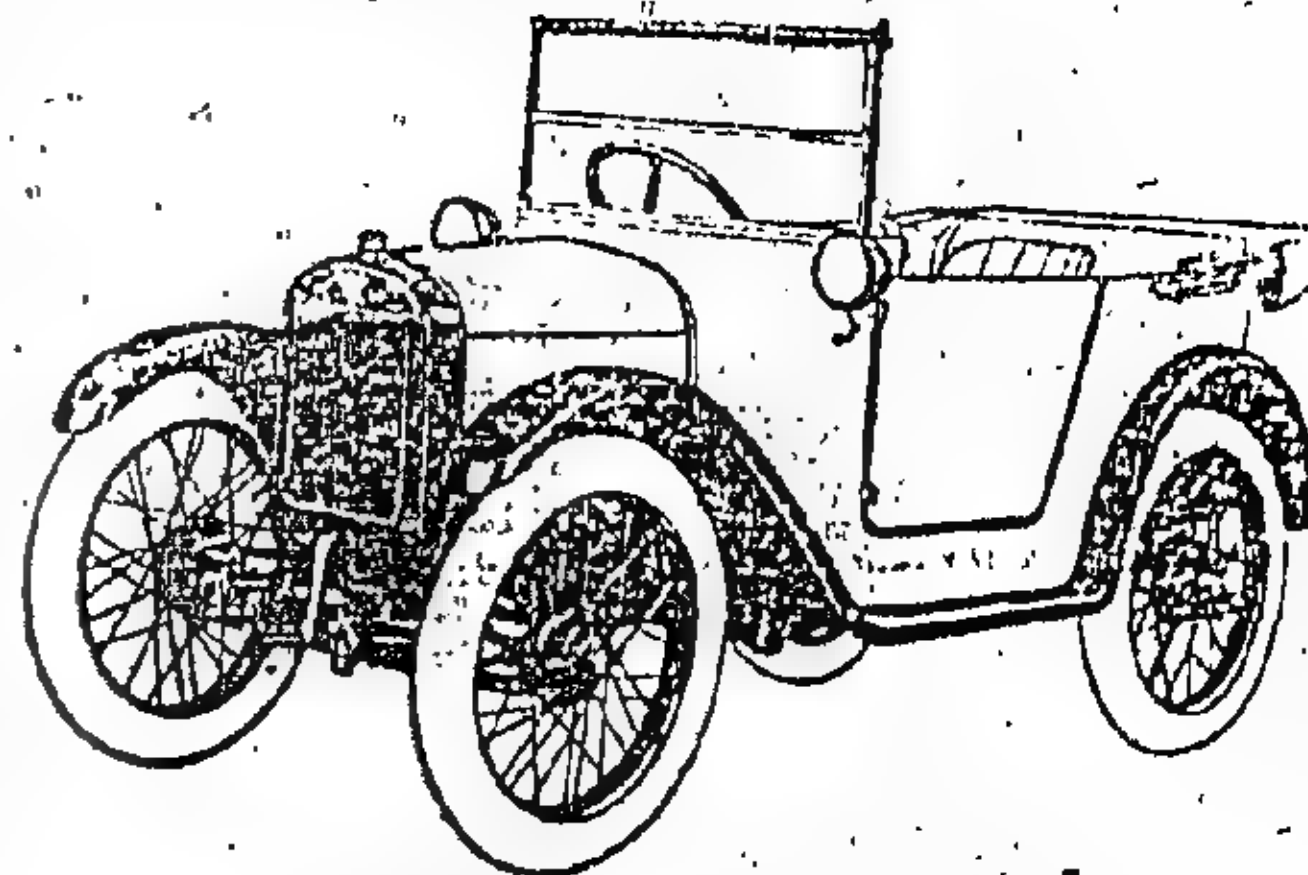
MOTOR CAR and CYCLE EXCHANGE

(Between Orient Tobacco Factory and Mongkok Police Station)

IN CASE OF BREAKDOWN ON THE ROAD

Telephone K. 655

DAY OR NIGHT



SEVEN

POINTS THAT WILL HASTEN YOUR ULTIMATE CHOICE—

1. Commodious Design
2. Wonderful Power
3. Running Economy
4. Ease of Control
5. Weather Protection
6. Garage Space
7. —and Finally the PRICE—
READY FOR THE ROAD, £169.0.0

Alex. Ross & Co. (China), Ltd.

Show Room No. 1A, CHATER ROAD, OPEN on SATURDAYS until 5 o'clock.

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the price of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—BB	£ 975
1-Ton Chassis—CB	1285
1-Ton Low Chassis—MB	1295
1-Ton, 158" Chassis—FB	1515
1-Ton, 158" Low Chassis—LB	1365
1-Ton, 126" Chassis—EB	1415
1-Ton, 126" Chassis—EB	1575

f.o.b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
33 Wong Nei Chung Road, Happy Valley
Telephone C. 1245 or 1247

GRAHAM BROTHERS TRUCKS

Sold by DODGE BROTHERS DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

— AND —

KOWLOON TAXI CAB Co., Ltd.
— TEL. C. 1036 —
33-35 Des Voeux Road,
HONGKONG.

CHINA UNDERWRITERS, LIMITED.

FOR
ALL CLASSES
OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:— TELEPHONE:—
ST. GEORGE'S BUILDING, HONGKONG. C. 1121-2

AUTO RUDELY BREAKS BABY'S SLEEP.



It was a rather rude awakening for George M. Peck Jr., aged 3, of San Diego, when his father's automobile plunged into the Peck home. The car's drive shaft broke as Mr. and Mrs. Peck reached the top of a hill nearby. The machine, after tearing out a corner timber of the house, stopped astraddle of the baby's bed. But George Jr. was unhurt.

ATTENTION

FORD OWNERS

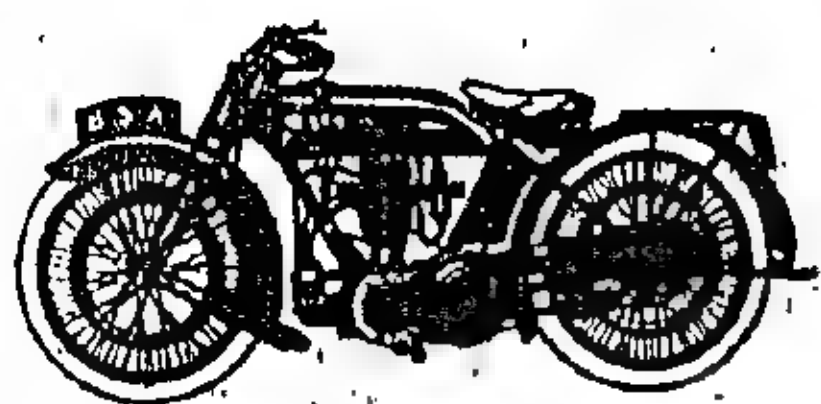
Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

ANDREW HARPER

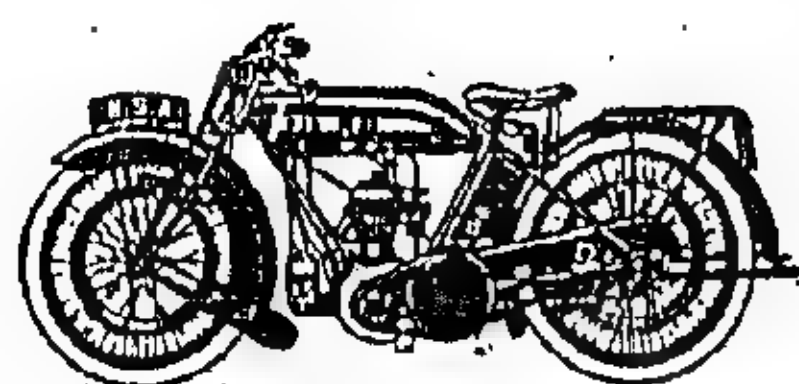
AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hunghom ... Tel. K.1216.

B. S. A. MOTOR CYCLES



Famous For Reliability and Economy



Full Particulars from the Sole Agents:

THE SINCERE CO.

NEW DEVICE.

SOURCE OF MOTOR POWER.

A discovery just made by a Japanese scientist may be the final stage in the perfection of the automobile.

That final stage, many engineers agree, will be electric, yet without the bother, little power and short life afforded by the storage battery type of electric automobiles to-day.

The discovery is a way of producing permanent electricity in what Professor Mototaro Eguchi of the Higher Naval College at Tokyo calls a "permanent electric." The permanent electric is to electricity what the permanent magnet is to mechanics.

Its possibilities haven't even been thought of, because it is still

in its experimental stage. But it has the same prospects, if not greater, in the field of practical mechanics, when it was invented back in 1600.

Retains Charge.

The automobile is one of the "electret's" future fields. Underneath hoods of the future may be devices based on Eguchi's electret, replacing with much higher efficiency the gasoline and steam power plants of to-day.

The electret, as crudely shaped as it is to-day, has been shown to keep its electric charge, up to 20,000 volts to a centimeter of surface, since 1919, when it was first made, without a loss.

Thus, somewhat like the permanent magnet, the permanent

electret may be the motive power of automobiles—among the many other possibilities it has—in the future.

Until that stage arrives, there may still be a transition—perhaps from the gasoline to the steam car. That sounds surprising since the steam car once enjoyed greater popularity than it has to-day, and since there seems to be little discussion over the permanence of the gasoline car.

Modern Inefficient Engine.

But it is a fact that engineers are not satisfied with gasoline as a source for motive power in autos. It is highly inefficient in the variable speed motors essential to automobiles, and requires many parts in the transmission of its power that affect its inefficiency.

There's the carburetor that needs adjustment, cams and camshafts that need timing, gears for the various stages of transmission with clutch and lever to control the mechanism. Attempts are being made to simplify the transmission, but nothing of this sort is in sight yet.

This is the great argument of advocates of the steam car who even go so far as to say that the public will return to this source of power as a relief from the old. What's keeping them back is the availability of gasoline as a source of direct power, coupled with the popular belief that power direct from fuel is better than power indirectly through steam.

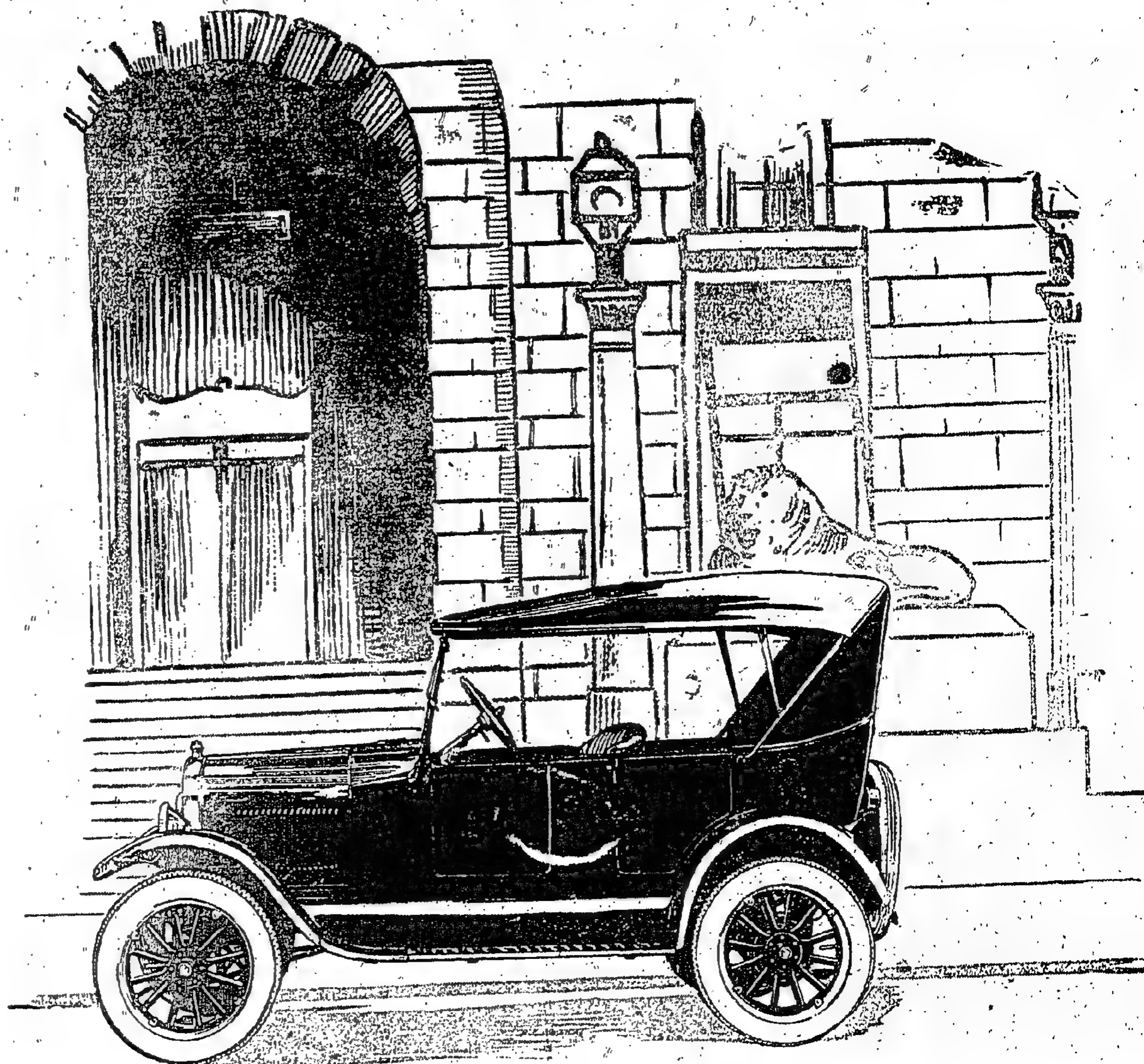
Prejudices Overcome.

But the steam car has the advantage of flexibility, of simplicity and ease of control. It's as safe as any such apparatus could be and its only shortcoming is that it has been unable to live down the poor impression it made when it was first introduced, when it took time to start, effort to control and care to keep it from blowing up.

Now, these fears and prejudices taken care of, and with more education coupled with the decline of gasoline production, the steam car may come back.

But it will be only for the interval to the time when the permanent electret, or some similar electric device, will take its place.

BEAUTY—COMFORT



The Improved Ford is an exceptionally easy car to drive. The pedals are larger and more conveniently placed, the steering wheel larger and lower. Seats are set further back, giving greater leg room. Lowering of the car's center of gravity gives increased roadability. The gasoline tank is under the cowl and may be filled without the driver leaving his seat. Coil box and sediment bulb are easily accessible under the engine bonnet.

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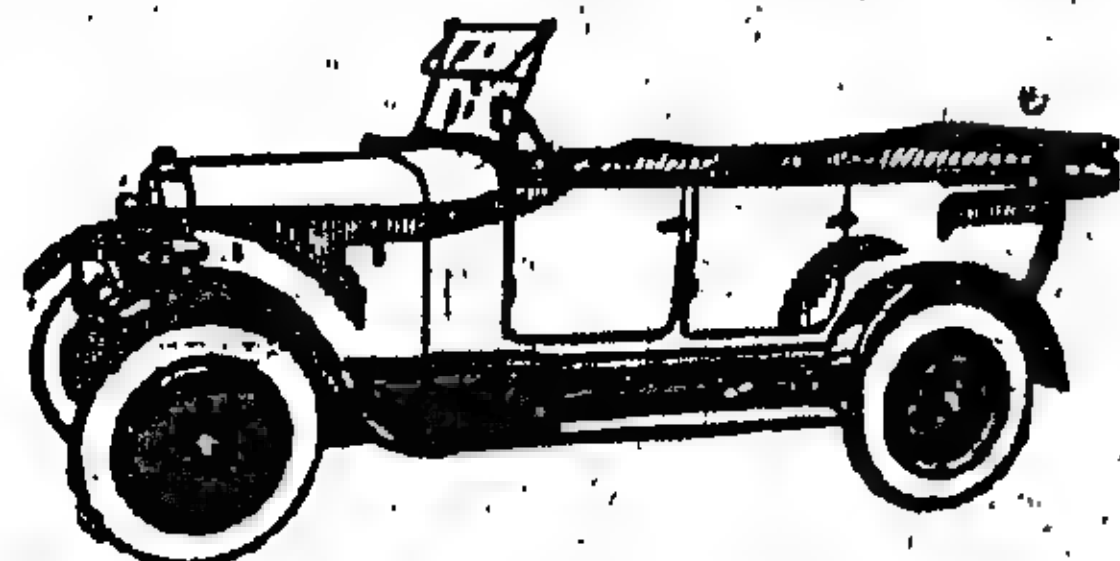
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19 SINGER 26

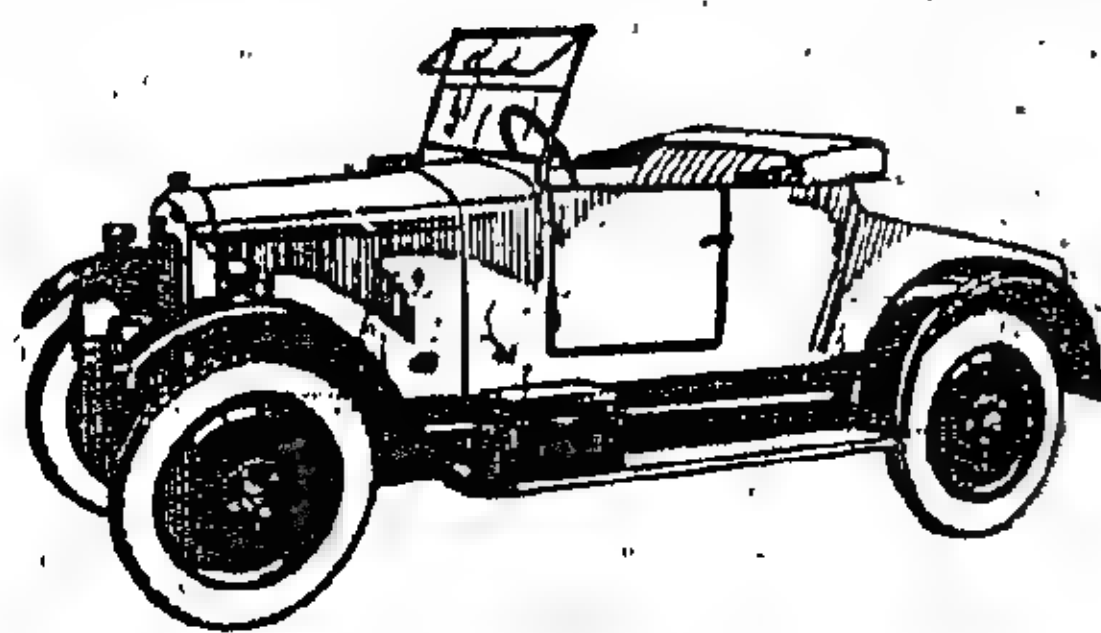
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ALBERT L. CLOUGH

CHOKING AND HARD STARTING.

In order to start a very cold engine on ordinary gasoline, it is usually necessary to give it an enormous excess of fuel until it begins to fire and in order to get this large amount of fuel into the cylinders, their air supply must be temporarily practically cut off. This means not only that the carburetor air intake must be closed, by the choke valve, but that there must be no stray air sucked into the cylinders through leaks.

Too Much Air and Too Little Gas.
Many cases of engines that are very hard to start, when extremely cold, are the result of failure to observe these two conditions—either the choke valve does not close tightly enough or that so much air leaks into the cylinders elsewhere that the mixture around the sparkplugs does not become rich enough to fire.

Does The Choke Control Work Right?

The rod or wire which closes the choke may have become bent, so that it only partially closes the valve or the valve stem may be worn and let in excess air.

"Auxiliary Air" That Is Not Wanted.

In old engines particularly, so much stray air may enter the cylinder via worn inlet-valve guides, a worn throttle-valve stem or through a defective gasket, located at any flange connection between the choke and the cylinders, as to prevent the induced mixture attaining ignitable richness.

Noisy Gear.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Question: My car is getting very noisy in low and second gear, when the engine is speeded up, but is quiet enough in high gear. Why is this and does it indicate that any damage will be done, if it is not corrected?

Answer: Most likely the oil in the bottom of the transmission housing, which lubricates the gears, has become too thin to permit them to run quietly. In the case of this power-plant, engine, clutch, transmission and universal joint all obtain lubrication from the oil supply placed in the engine base and if this supply ever becomes diluted or dirty, from failure to drain and renew

it at frequent intervals, the teeth of the transmission gears cease to be sufficiently cushioned to run quietly. If you have failed to drain the transmission case, by removing its plug, every time you have changed engine oil, the above is probably what has happened and we suggest that you drain both engine base and transmission case and refill the former. It is possible that some of the gears have badly burred teeth or that the counter-shaft bearings have worn, which would cause noise. If changing oil does not give quieter operation, you better have the transmission inspected.

Procedure in Coasting.

Question: Does coasting downhill in a car damage the engine and if so, what way?

Answer: No, it need not do so. If gears are kept in mesh and the clutch engaged, the engine turns over just as it would if it were propelling the car, but it acts as a brake and reduces car speed, so that the brakes themselves need not be used nearly as much as if the engine were free from the car. It is not considered good practice to disengage the clutch when going downhill, because of the unnecessary amount of wear occasioned to the clutch, thrust bearing and other clutch parts and because of the needless duty called for from the brakes in reducing car speed.

Unreliable Headlamp.

Question: Can you tell me what is wrong with the right headlamp of my car. Sometimes it keeps burning all right and then again it will suddenly go out several times in a short drive. Jarring the lamp with my fist will usually make it light up. There always seems to be juice at the connector which goes into the back of the lamp and I cannot see anything wrong with the socket. Changing the bulb makes no difference.

Answer: Remove the lens and carefully pull out the reflector, when you will notice a flexible cord lead, which connects the socket and focusing slide to the receptacle in the back of the lamp body into which the connector is inserted. You probably will find that the ends of this cord are defectively soldered or that the cord is broken. Be sure that the back of the reflector makes a clean contact with the lamp body when the lens is in place.

INSURANCE NO SOLUTION.

"Compulsory automobile insurance will not necessarily reduce the number of auto accidents," says S. J. Williams of the National Safety Council. "It will shift the responsibility from the shoulders of auto drivers on to those of insurance companies and may make the present careless driver more reckless."

PRIZE HIGHWAY ESSAY.

John Teixeira, 16-year-old Hawaiian student in "the most western high school in the United States," has been awarded the H. S. Firestone four-years' university scholarship. His essay on the subject, "Economics Resulting From Highway Improvement," was considered the best of more than 200,000 submitted.

BRITISH DUNLOP CORDS



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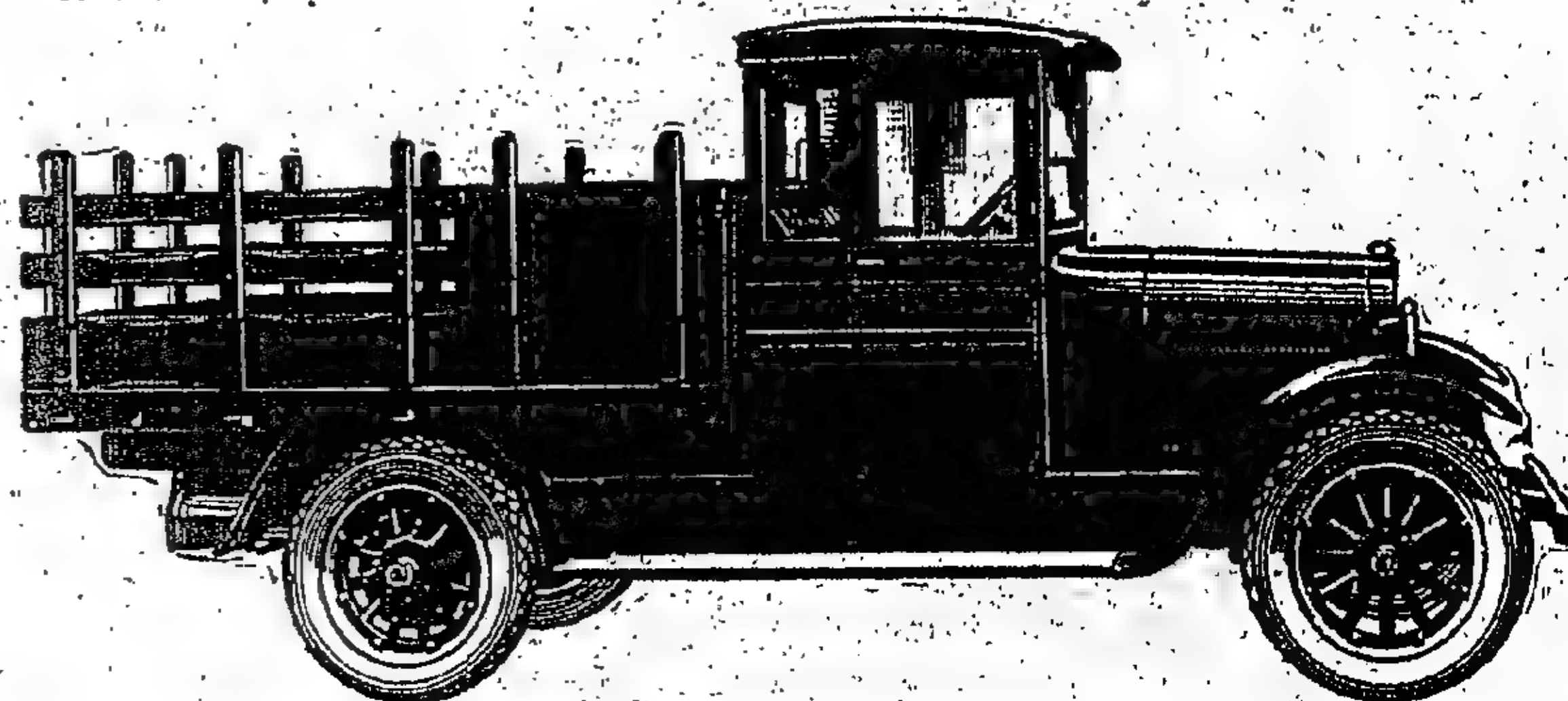
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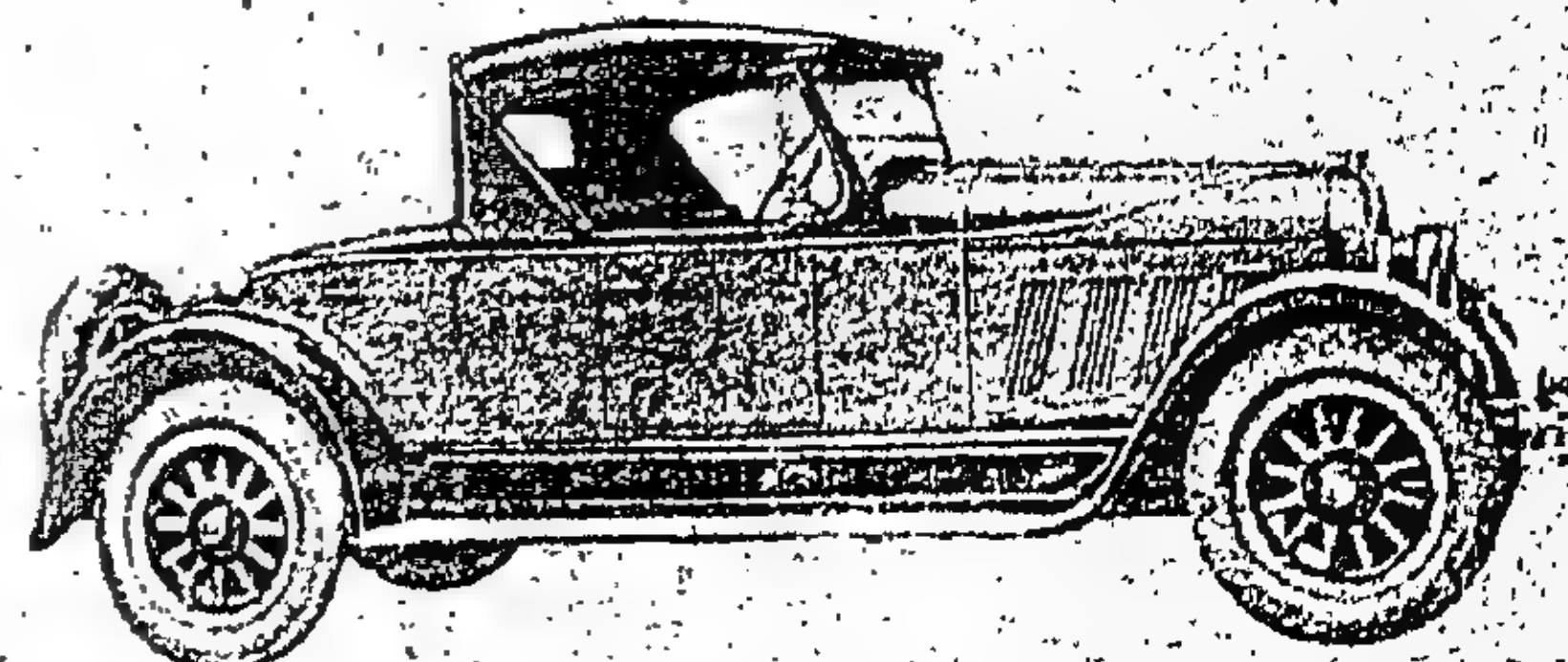
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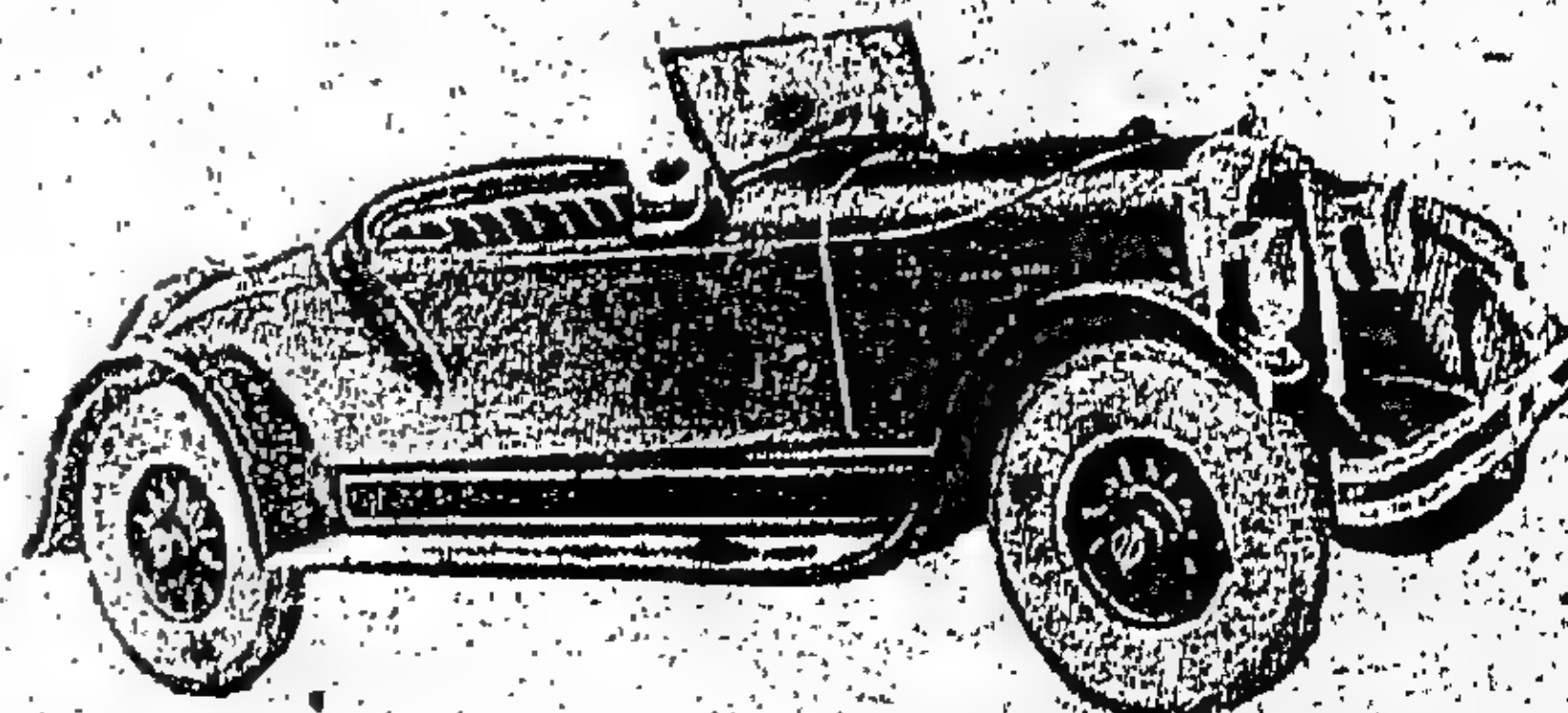
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The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

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Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

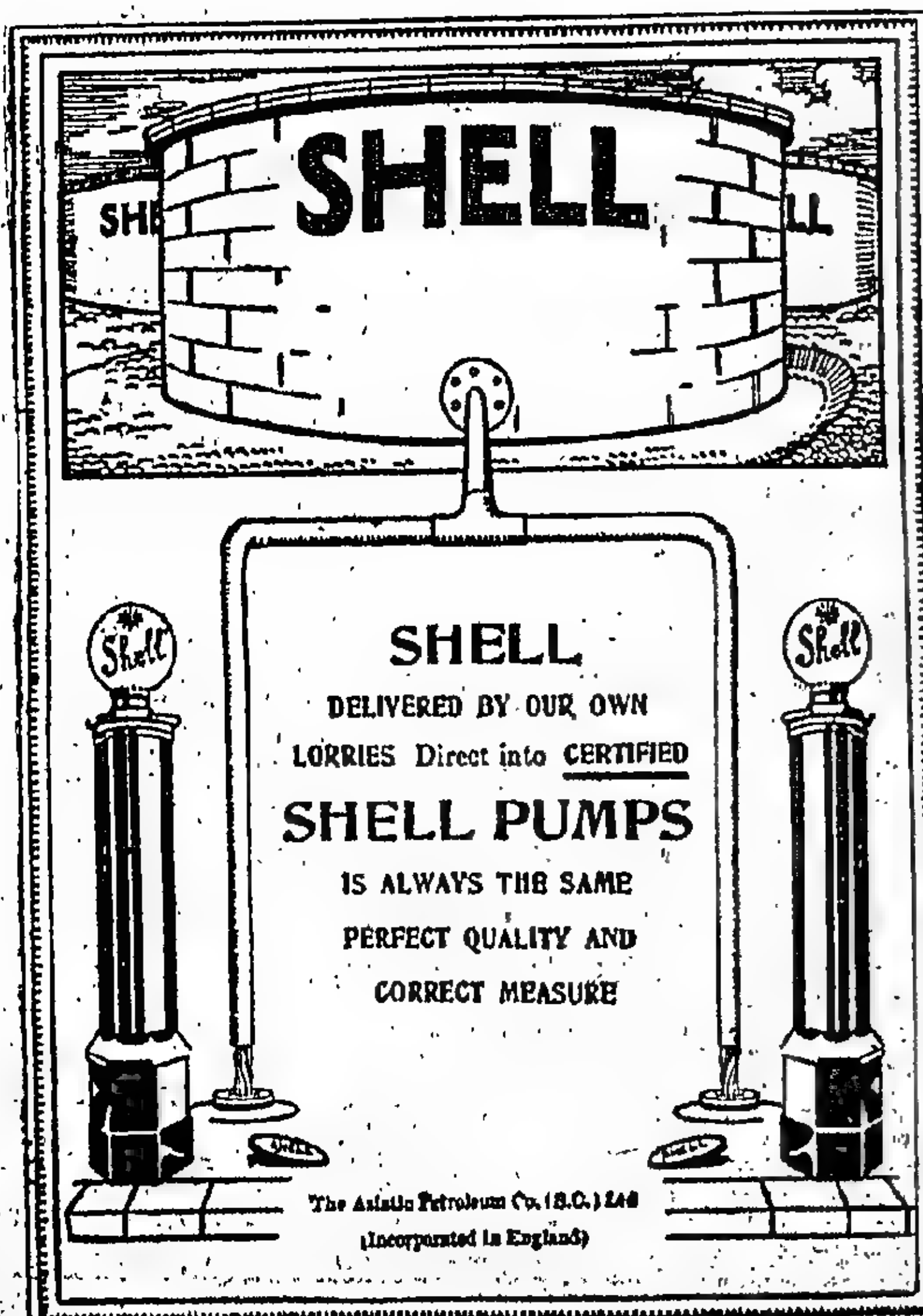
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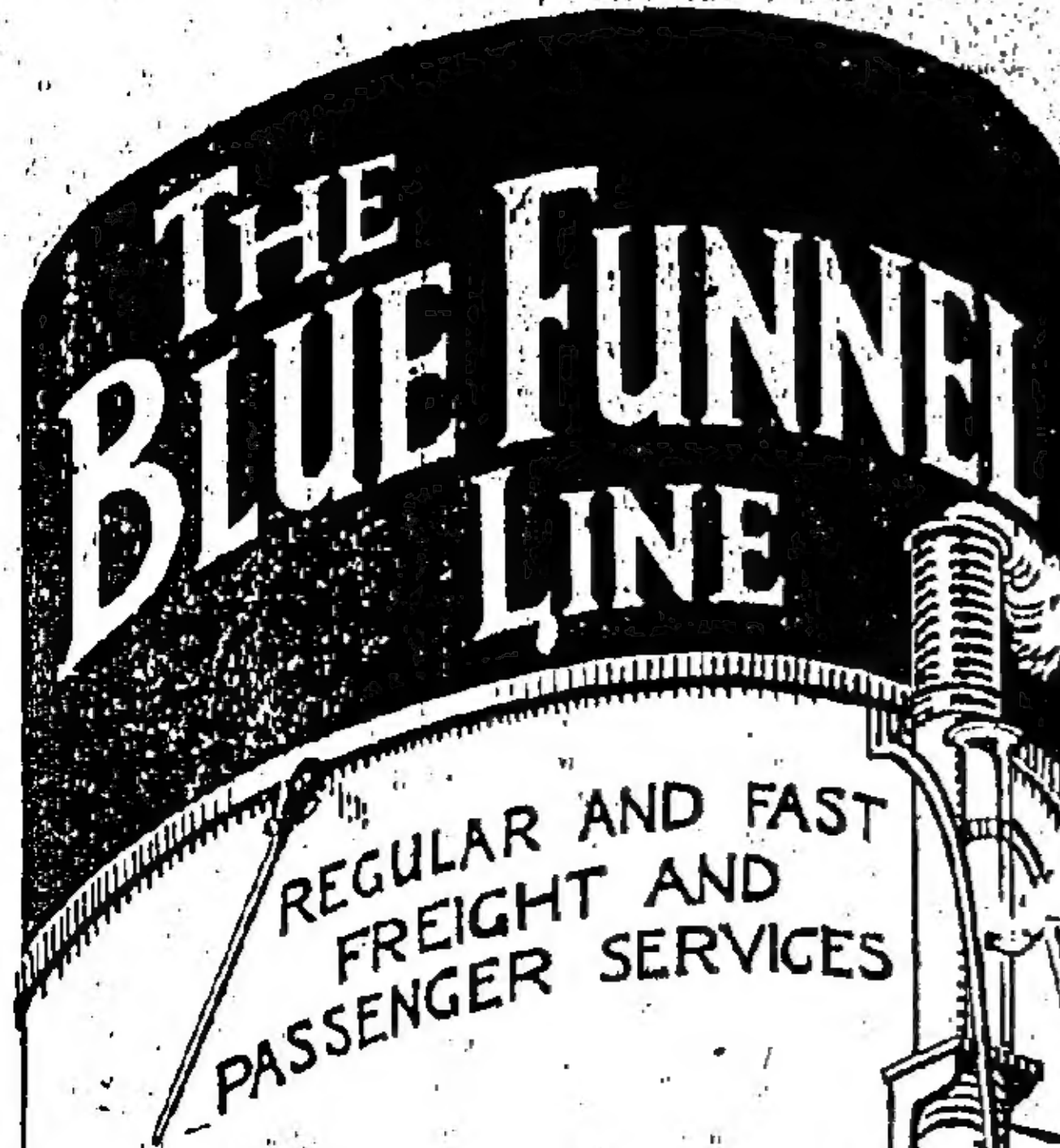
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 "PATROCLUS" 5th May. Marseilles, London, R'dam & Glasgow
 "TROILOS" 18th May. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"TEUCER" 20th April. Genoa, M'les, Havre, L'pool & G'gow
 "MENELAUS" 1st May. Genoa, M'les, Havre, L'pool & G'gow
 "LYAON" 20th May. Genoa, Havre, Liverpool & Glasgow
 "KREMONA" 1st June. Genoa, M'les, Havre, L'pool & G'gow

PACIFIC SERVICE

Via KOBE & YOKOHAMA.
 "TALTHYBIUS" 6th April. Victoria, Vancouver & Seattle.
 "PHILOCTETES" 21st April. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"CALCHAS" 6th April. Boston, New York & Baltimore
 "DIOMED" 7th May. New York, Boston & Baltimore

PASSENGER SERVICE.

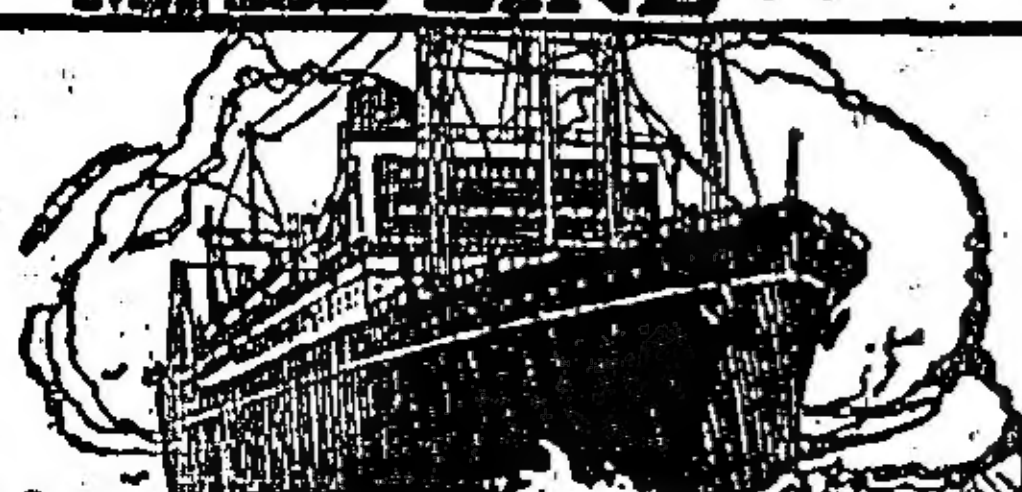
"PATROCLUS" 4 p.m., 3rd April, Shanghai.
 "SARPESON" 7th April. Singapore, Marseilles & London
 "PATROCLUS" 5th May. Singapore, Marseilles & London.
 "ANTENOR" 2nd June. Singapore, Marseilles & London.
 "HECTOR" 14th July. Singapore, Marseilles & London.
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Tjlsandri	Batavia	4th April	8th April	Shanghai
Tjlsandri	Shanghai	7th April	8th April	Batavia
Tjlsandri	Japan	8th April	8th April	Batavia
Tjlsandri	Daly	11th April	12th April	M'ksar & S'baia
Tjlsandri	S'baia	16th April	19th April	S'hai & Daly
Tjlsandri	Batavia	18th April	22nd April	Shanghai
Tjlsandri	Japan	28th April	29th April	Batavia

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EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

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Destination.	Steamer.	Sailings.
HAIPHONG	Hopsang	Fri. 2nd April at noon.
BANGKOK	Kwaisang	Satur. 3rd April at noon.
SINGAPORE	Chaksang	Tues. 6th April at 3 p.m.
SHANGHAI	Leesang	Thurs. 8th April at 7 a.m.
STRAITS & Calcutta	Fooksang	Wed. 7th April at 3 p.m.
TIENTSIN	Chipsing	Sun. 11th April at noon.
HAIPHONG via Hoihow	Mingsang	Tues. 13th April at 10 a.m.
SANDAKAN	Mausang	Tues. 13th April at noon.
STRAITS & Calcutta	Namsang	Tues. 13th April at 3 p.m.
KOBE	Yuensang	Fri. 16th April at noon.
KOBE	Hosang	Thurs. 22nd April at 7 a.m.
STRAITS & Calcutta	Kutsang	Tues. 27th April at 3 p.m.

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M.S. "Africa" 7th May on or about.

M.S. "Malaya" 7th June on or about.

M.S. "Peru" 2nd July on or about.

Subject to change without notice.

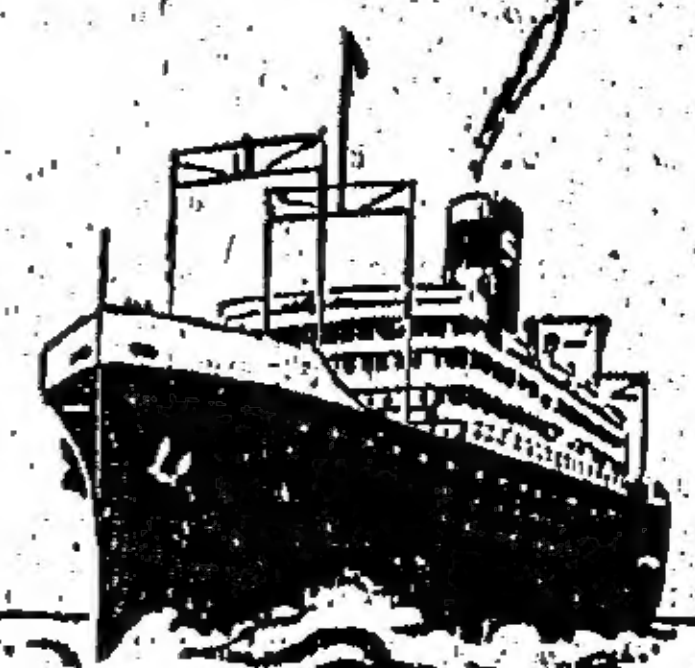
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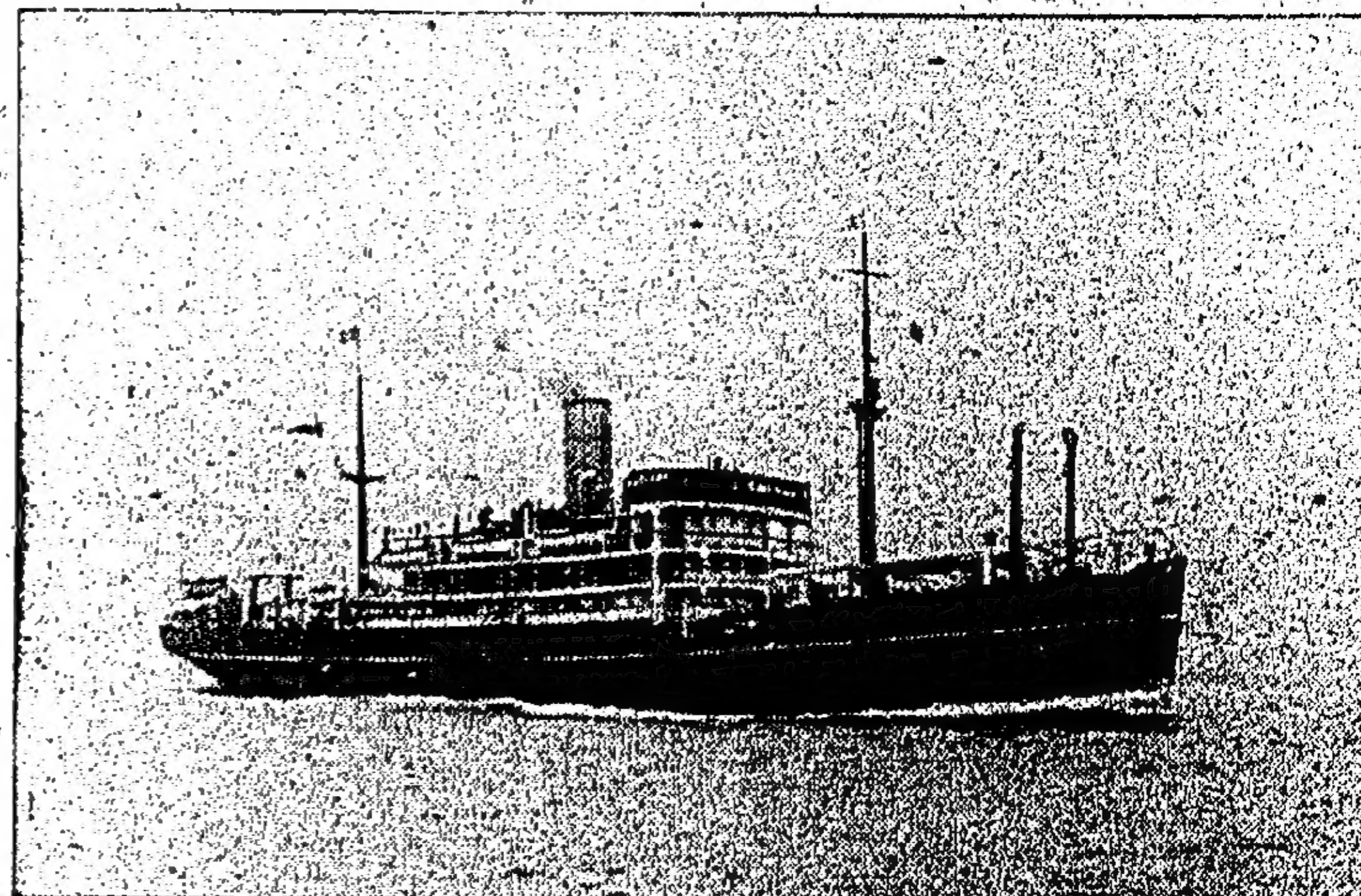
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JEPPORE	5,318	7 April 4 p.m.	S'pore, Pang & B'bay
LAHORE	5,252	11th April	S'pore & B'bay
DELTA	8,097	15th April	S'pore, Pang, C'bo & B'bay
DEVANHA	8,155	17th April	M'les, L'don & Antwerp
KALYAN	9,144	20th April	M'les, Valencia, L'don, Antwerp & Hull
MAEDONTIA	11,069	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

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TAKADA	6,949	4 April 10 a.m.	S'pore, Penang & Calcutta
TILAWA	10,000	24th April	S'pore, Penang & Calcutta
SANTHA	7,754	1st May	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	7th April	Manila, Sordakan, Thurs.
ST. ALBANS	4,500	5th May	Island, Townsville, B'bane.
TANDA	6,958	2nd June	Perth and Melbourne

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The New Zealand Shipping Co.'s Steamers for Southampton and London via the Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MACEDONIA	11,083	2 April 6 a.m.	Shanghai, Moji & Kobe
SANTHA	7,754	7 April 6 a.m.	S'hai, & Kobe
ST. ALBANS	4,500	10th April	Moji, Kobe & Yoko.
PERIM	7,648	10th April	Shanghai, & Kobe
KASHGAR	9,005	16th April	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS:

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong
GLENAPP	8 a.m. 2nd April	GLENAMORY	3 p.m. 7th April
CARMARTHENS	17th April	GLENSHIRE	4th May
GLENBEG	29th April	GLENHIRE	1st June
GLENSAND	18th May	CARMARTHENS	1st June
GLENTARA	30th May	GLENHIRE	1st June

Movements are subject to change without notice. For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE, Agents.**
Tel. C. 36.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "CALOCHAS"	via Suez Canal	9th April
S.S. "LANGTON HALL"	via Suez Canal	23rd April
S.S. "LIOMED"	via Suez Canal	7th May
S.S. "ATREUS"	via Suez Canal	21st May

Call at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: **JARDINE MATHESON & Co. Ltd., CANTON**

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Tuesday, 6th Apr.
KOREA MARU (Omit N'asaki & Hono)	Wednesday, 21st Apr.
SHINYO MARU	Thursday, 15th Apr.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.	Saturday, 29th May.
ANYO MARU	Thursday, 15th Apr.
SEATTLE & VANCOUVER via Shanghai & Japan ports.	Thursday, 15th Apr.
YOKOHAMA MARU	Saturday, 10th Apr.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	Saturday, 10th Apr.
HAZOSAKI MARU	Saturday, 24th Apr.
HAUSAN MARU	Wednesday, 21st Apr.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 19th May.
ARI MARU	Monday, 5th Apr.
MISHIMA MARU	Saturday, 24th Apr.
NEW YORK and/or BOSTON	Monday, 5th Apr.
LISBON MARU	Saturday, 24th Apr.
TSUYAMA MARU	Wednesday, 28th Apr.
BUENOS AIRES via Singapore, Durban & Cape Town.	Wednesday, 28th Apr.
KANAGAWA MARU	Saturday, 10th Apr.
BOMBAY via Singapore & Colombo.	Thursday, 15th Apr.
YAMAGATA MARU	Thursday, 15th Apr.
TAMBA MARU	Thursday, 15th Apr.
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 15th Apr.
TOTTORI MARU	Thursday, 8th Apr.
MOJI MARU	Sunday, 18th Apr.
NAGASAKI, KOBE & YOKOHAMA.	Friday, 23rd Apr.
MISHIMA MARU	Friday, 23rd Apr.
SHANGHAI, KOBE & YOKOHAMA.	Tuesday, 6th Apr.
HARUNA MARU	Friday, 9th Apr.
TOKUSHIMA MARU	Monday, 12th Apr.
WAKASA MARU	Tuesday, 20th Apr.
KAMO MARU	Tuesday, 20th Apr.

For further information apply to—**NIPPON YUSEN KAISHA.**
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" Sailing on or about 19th April.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMB).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILING.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME-L" ... Sails about 7th Apr.

M.V. "VIMINALE" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... Sails about 12th Apr.

S.S. "FIUME-L" ... Sails about 3rd May.

M.V. "VIMINALE" ... Sails about 31st May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta 31st Mar.

S.S. "UMZUMBI" ... Sails from Colombo 12th Apr.

S.S. "UMSINGA" ... Sails from Calcutta 30th June.

S.S. "UMSINGA" ... Sails from Colombo 12th July.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

**SERVICES CONTINUED**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. and Sailing for Shanghai & Japan	Prob. Sailing from H'g. for M'les
PAUL LEGAT			13th Apr.
AMBOISE			27th Apr.
ANGERS	12th Mar.	13th Apr.	11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	23rd Apr.	25th May	22nd June
PORTHOS	7th May	8th June	6th July

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)

S.S. YANG-TSE from Dunkirk, L'don, Havre is due to arrive about 19th April.

For full particulars apply to

Messageries Maritimes Co.
3 Queen's Building.
Phone: Central 740

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).

Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

EASTER EXCURSIONS.

On Easter Sunday and Monday 4th and 5th April s.s. "Taishan" will leave Hongkong at 9 a.m. from the Company's Wing Lok Street Wharf and return from Macao at 4 p.m.
The "Melodians" Orchestra has been engaged for both days and there will be music and dancing during the voyage to and from Macao.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF RANGOON" via Suez Canal 27th March.

S.S. "LANGTON HALL" via Suez Canal 23rd Apr.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE SERVICE**

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "FORREBANK" via Suez Canal Second Half Apr.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" 13th March.

For Havre, London, Rotterdam & Hamburg.

S.S. "CITY OF VALENCE" 23rd April.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA**ORIENTAL AFRICAN LINE**

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-FAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone: C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Mar.

LEGASPI ... 14th May

C. LOPEZ Y LOPEZ ... 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 8th Mar.

LEGASPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOELHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.

O. D. BARRETT, Ltd. 28, Central Avenue, Canton.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

CHINESE OPTICAL CO.

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Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

67, Queen's Road, Central.

METALS

at all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

(ESTABLISHED A.D. 1860)

HING LUNG ST.

Phone: Central 516

The Empress Store

58, Nathan Road, Kowloon.

"Under English Management"

Orders for Wines, Liquors, Provisions, Fresh Fruit and Vegetables, etc.

Promptly executed at competitive prices.

AUCTIONEERING & BROKERING CO., LTD.

Proprietors.

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Ice House Street

and

Bedford Arcade.

Price \$3.00 Only

MRS. MOTONO**Hand and Electric****MASSAGE**

No. 31B, 2nd Floor Wyndham

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GREEN ISLAND CEMENT**CO., LTD.****PORTLAND CEMENT**

In Cask of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES & CO.

General Managers.

Hongkong

T. NAK



18 K 15 jewels
\$40.00

Guarantee: 10 years

BUY your WATCH
from a
WATCH MAKER

We have our own Watch
Factory in Switzerland
(Chaux-de-Fonds).

WE OFFER YOU TO-
DAY Reliable Watches
AT WHOLESALE
PRICE Direct from the
Factory

The GUARANTEE we
give with each watch,
means that the watch
bought from us in Hong-
kong, will be repaired
free of charge by any of
our Branches: HONGKONG,
SHANGHAI, TIEN-
TSIN, PEKING, HAN-
KOW, THE FACTORY
AND THE PARIS
OFFICE, during the time
stated on the Guarantee-
paper, for any defect of
fabrication.

J. ULLMANN & CO.

CONSIGNEE NOTICES

NOTICE TO CONSIGNEES
OCEAN STEAM SHIP CO.,
LIMITED.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's
Steamer

"MENE LAUS"
are hereby notified that the cargo
will be discharged into Holt's
Wharf Kowloon, where it will be
at Consignee's risk and subject to
terms and conditions of storage
at Holt's Wharf. The Cargo will
be ready for delivery from Go-
down on and after 31st March.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damag-
ed goods are to be left in the
Godowns, where they will be ex-
amined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
7th April, will be subject to rent.
All Claims against the Steamer
must be presented to the undersig-
ned on or before the 21st April
or they will not be recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE.
Agents.
31st March, 1936

MRS. SEKAI
MASSAGE

Tel. No. C.4433, 2nd floor.
No. 2, Duddell Street, Hongkong.

HOTELS.

THE
HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS,
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tels. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.

Under the Personal Supervision and Management of:
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Central 373. Telegraphic Address "VICTORIA"

THE EUROPE HOTEL.
SINGAPORE.

Terms:—A la carte or Inclusive.

Telephone in every room.

After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams: "Europe Singapore" ARTHUR E. ODELL,
Telephone 2740. Managing Director.

Tel. Address: GLENEALY HOTEL. Telephone
"Glenealy," Hongkong. 3 & 4, Glenealy. C.980.
A first class Residential and Tourist Hotel. Splendidly situated with
easy walking distance to all business centres. Large airy rooms. Hot
cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 11, Ice House Street, in the City of
Victoria, Hongkong.

FRANCE'S FINANCES.

CHAMBER VOTES THE
TURNOVER TAX.

Paris, April 1.

During an all-night sitting, the
Chamber passed by 285 to 259 a
motion, by a Left Radical Deputy
for separation from the Finance
Bill of the article stipulating that
from December 1, 1926, the imports
of sugar and similar products
should only be made by the State
representative, and authorising the
Government to establish a "national
office for the import of sugar."

Paris, April 1.

The Government cleared a very
formidable hurdle at 7.30 this
morning when a Jaded Chamber
passed the clause increasing the
tax on business turnovers, by 207 to
166, and afterwards adopted by
287 to 259 the article establishing
a monopoly in the importation of
sugar.

Paris, April 1.

The Chamber has adopted the
Finance Bill in its entirety by 286
to 169, after passing a clause im-
posing an 8 per cent tax on coffee
and 7 per cent on tea.

Paris, April 1.

The petroleum monopoly oper-
ates from April 1st.—Reuter.

Whilst asleep in his bunk at
Ghent, a seaman was bitten by a
mosquito and died. Judge Leigh,
at the Manchester County Court,
last week held that the Steamship
Company in whose employ the
man was were liable and
awarded his widow £334 damages.

POST OFFICE NOTICE.

EASTER HOLIDAYS.

The G.P.O. will be open on Good Friday, the 2nd April, and Easter
Monday, the 5th April from 8 a.m. to 9 a.m. respectively, and Saturday,
the 3rd April from 8 a.m. to 10.30 a.m. The Branch Post Offices will be open
from 8 a.m. to 9 a.m. on each of these days.
There will be one collection from pillar boxes and one delivery of
ordinary correspondence each day at 9 a.m. on Sundays and also one delivery of
registered correspondence each day at 9 a.m.
The Money Order Office will be entirely closed during the Holidays.

NOTICE.

WIRELESS TELEGRAPH SERVICES, which offer speedy and efficient
means of communication, are established between HONGKONG and SHIPS
at SEA, FRENCH INDO-CHINA, the PROVINCE of YUNNAN, and
MACAO. THE RADIO TELEGRAPH OFFICE is always open for the reception
and transmission of Radio Telegrams and for reporting vessels passing
WAGLAN and GAP ROCK LIGHTHOUSES.

WIRELESS SERVICES with Canton and Swatow suspended until
further notice.
Full particulars may be obtained on application to the RADIO
COUNTER in the MAIN HALL of the G.P.O. and at the RADIO TELE-
GRAPH OFFICE 3rd floor, GOVERNMENT BUILDING.

INWARD MAILS.

From	Per	Due.
U.S.A., Canada, Japan and Shanghai	Pres. Jackson	April 2.
Shanghai	Morea	April 2.
Shanghai	Chenan	April 2.
Amoy	Takada	April 2.
Straits	Trollius	April 3.
Shanghai and Europe via Siberia	Derflinger	April 4.
Japan	Arufura	April 4.
Shanghai	Linnah	April 4.
Straits	Santha	April 5.
Shanghai	Sarpedon	April 6.
Canada, U.S.A., Japan and Shang-		
hai	Empress of Australia	April 10.
Manila	Pres. Jackson	April 10.
Manila	Pres. Cleveland	April 10.
U.S.A., Canada, Japan and Shanghai	Pres. Pres. McKinley	April 13.

OUTWARD MAILS.

For	Per	Date.
Straits and Calcutta	Takada	Sun., Apr. 4.
	Letters	8.30 a.m.
Straits	Indo Maru	Sun., Apr. 4, 9 a.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Apr. 4, 9 a.m.
Straits	Indo Maru	Sun., Apr. 4, 9 a.m.
Bangkok	Tean	Mon., Apr. 5, 9 a.m.
Amoy	Chenan	Mon., Apr. 5, 9 a.m.
Japan	Thaibylus	Tues., Apr. 6, 10.30 a.m.
Manila and Parcels for Germany via		
Hamburg	Albert Vogler	Tues., Apr. 6, 1 p.m.
Weihaiwei	Bulchow	Tues., Apr. 6, 2.30 p.m.
Manila	Calchas	Tues., Apr. 6, 5 p.m.
Manila, Sandakan, Australia and		
New Zealand via Thursday Island	Arufura	Wed., Apr. 7.
	Parcels	8 a.m.
	Registration	9.15 a.m.
	Letters	10 a.m.
	(Due Marseilles 20th April).	
Shanghai	Leesang	Wed., April 7, 10 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Sarpedon	Wed., April 7.
	Registration	9.45 a.m.
	Letters	10.30 a.m.
	(Due Marseilles 5th May).	
Straits and Calcutta	Fookang	Wed., Apr. 7.
	Letters	Noon.
Weihaiwei	Kiukiang	Wed., Apr. 7, 2.30 p.m.
Shanghai	Linnah	Wed., Apr. 7, 2.30 p.m.
Straits and Bombay	Jeyore	Wed., Apr. 7, 2.30 p.m.
Shanghai	Leesang	Wed., April 7, 5 p.m.
Swatow, Amoy and Formosa	Kotau Maru	Thurs., April 8, 8.30 a.m.
Hai Phong	Tonkin	Thurs., April 8, 12.30 p.m.
Shanghai	Saiyang	Thurs., Apr. 8, 2.30 p.m.
Amoy	Kingyuan	Thurs., Apr. 8, 5 p.m.
Amoy and Fookchow	Hai Ning	Fri., April 9, 2 p.m.

Shanghai, Japan, Canada, U.S.A., C.
and S. America and Europe via
Victoria, B.C. and Europe via
Siberia (letters and postcards
specially superscribed "Via
Siberia" only)

Pres. Jackson Sat., Apr. 10.
Parcels Noon
Registration 2.45 p.m.
Letters 3.30 p.m.
(Due Victoria, B.C. 29th April).

Yingchow Sat., Apr. 10, 2.30 p.m.
Mingyang Tues., April 13, 8.30 a.m.
Mansang Tues., April 13, 10.30 a.m.
Namsang Tues., Apr. 13,
Parcels Noon
Letters 1 p.m.

Shanghai, Hongkong and Haiphong
Sandakan
Straits and Calcutta

*Correspondence bearing vessel's name only.

PUBLIC HEALTH.

QUESTIONS ON THE RABIES
OUTBREAK.

At the next meeting of the Sanitary
Board, on Tuesday, Dr.
W. V. M. Koch will ask the follow-
ing questions:

Rabies.

(a) Will the Head of the Sanitary
Department state the number of cases
of Rabies in dogs which have occur-
ed in the Colony up to the present
date, and also the number of cases
of Hydrophobia in humans, giving
dates if possible?

(b) Is it not considered necessary
yet to take stronger steps against the
spread of the disease? If not, why
not?

(c) How many people were inoculated
with Antirabic serum during each of
the past four years? Was the serum
made locally, or imported? What
was the total number of ampoules is-
sued?

(d) Is it not possible for the Govern-
ment to review the prices of the
vaccines and sera made locally with
a view to reduction in price?

(e) Will the Head of the Sanitary
Department state what measures are
taken to supervise the Sanitary condi-
tions in and around the Bathing Ma-
sheds at Repulse Bay? Is such su-
pervision carried out regularly and
strictly?

(f) Would it not be possible for the
Government to abolish these unseemly
masheds, and erect suitable bathing
boxes, with appropriate sanitation
which would be more in keeping with
the surroundings?

Sir Harry Lauder, noted come-
dian, has become a member of a
coterie of actors who have made
their last tour. "I have come to
that time of life when home is
good enough for me, and I will
not tour again," said Sir Harry
recently. He plans to retire to his
home in Scotland and appear
only occasionally before British
audiences.

COAL CRISIS.

(Continued from Page 1).

and an insistence on all wages
being a district concern constitutes
an almost insurmountable obstacle
to an amicable settlement. The
Executive assume, in the absence
of definite proposals for a minimum
percentage, that the owners' posi-
tion is the same as last July and
that the consequential wage reduc-
tions will vary from one to five
shillings daily. The Executive
have unanimously decided not to
consent to a further lowering of
wages and the abolition of the
national minimum percentage, and
add that a National delegates'
conference will consider the whole
position on April 9, prior to which
the Executive of the Federation
will confer with the Industrial
Committee of the Trade Union
Congress.

SOME OF THE OWNERS' POINTS.

The official statement of the
coal owners' proposals on the
Royal Commission's report appends
replies to the Commission's recom-
mendations, *ad seriatim*.

The replies, to a large extent,
express agreement with or acquies-
cence to the recommendations,
including a willingness to engage
in a national as against district
discussions, which they strongly
advocate. The owners are of
opinion that the recommendations
for the State ownership of the
mineral, is a Parliamentary ques-
tion. They recognise that the
miners do not entertain the pro-
posal for longer hours and they
therefore, wish to discuss the re-
commendations that the definition
of working time be weekly instead
of daily and for greater flexibility
in working hours. The owners
consider the most urgent matter is
the settlement of the minimum
percentage on the basis rates and
the amount of the subsistence wage
in each district.—Reuter.

DISARMAMENT.

London, April 1.

The British Government's disar-
mament policy was outlined in the
House of Commons by Mr. Locker
Lampson, who regretted that
Russia had declined to participate
in the Preparatory Conference on
Disarmament. He declared that
the Government was ready to assist
wholeheartedly any international
steps leading to a general measure
of disarmament. Lord Cecil would
go to Geneva prepared to urge
some definite scheme of disarmament,
but most probably it would
be more appropriate for some great
military Power to take the initia-
tive with regard to military
disarmament at Geneva. It was
unfortunate that similar restric-
tions were not applied to sub-
marines as were applied to other
warships by the Washington agree-
ment. The Government would do
its best to carry further the
principles laid down at Washing-
ton, being most anxious to co-
operate in any general scheme for
military limitation. They would
also welcome any scheme for the
reduction or limitation of air
forces which would result in the
establishment of a measure of
equality between the air forces of
Britain and any other country.—
Reuter.

London, Feb. 8.—Another of
the world's great mountains,
Kilimanjaro, the highest peak in
Africa, has been conquered by
man for the first time. Its con-
queror is George Londe of the
South Africa Mountain Club. In
achieving the feat he suffered
two days' snow blindness. The
first day Londe came within 100
feet of the summit, 19,300 feet
high, but was forced by exhaus-
tion to return to his hut at the
12,000-foot level. The next day
he remounted to 15,000 feet and
spent the night in a cave. Then
he made the push to the top,
which he gained in a swirling
snowstorm. Londe found on his
way the records of two Germans,
who, just before the war, had
reached the then-highest point.
He brought back their notebook,
which had been buried under a
beacon, and left a torn-out sheet
to record his own victory. The
summit of this mountain is be-
lieved by natives to be made of
silver and it is called Silver
Mountain. It was surveyed more
than thirty years ago by Dr.
Hans Meyer, who, however, did
not reach the top.

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